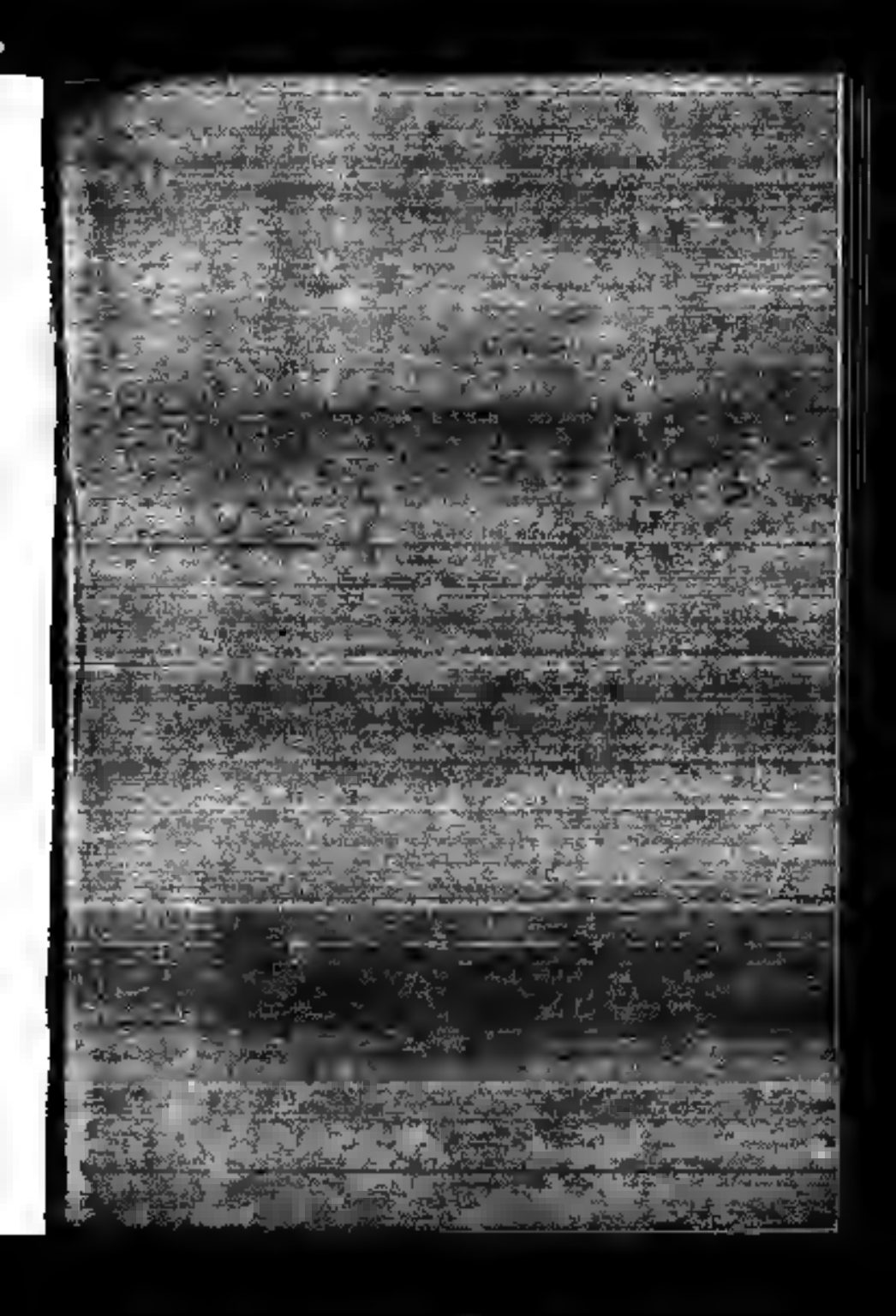
THUNDER BAY
HIST. SOC.

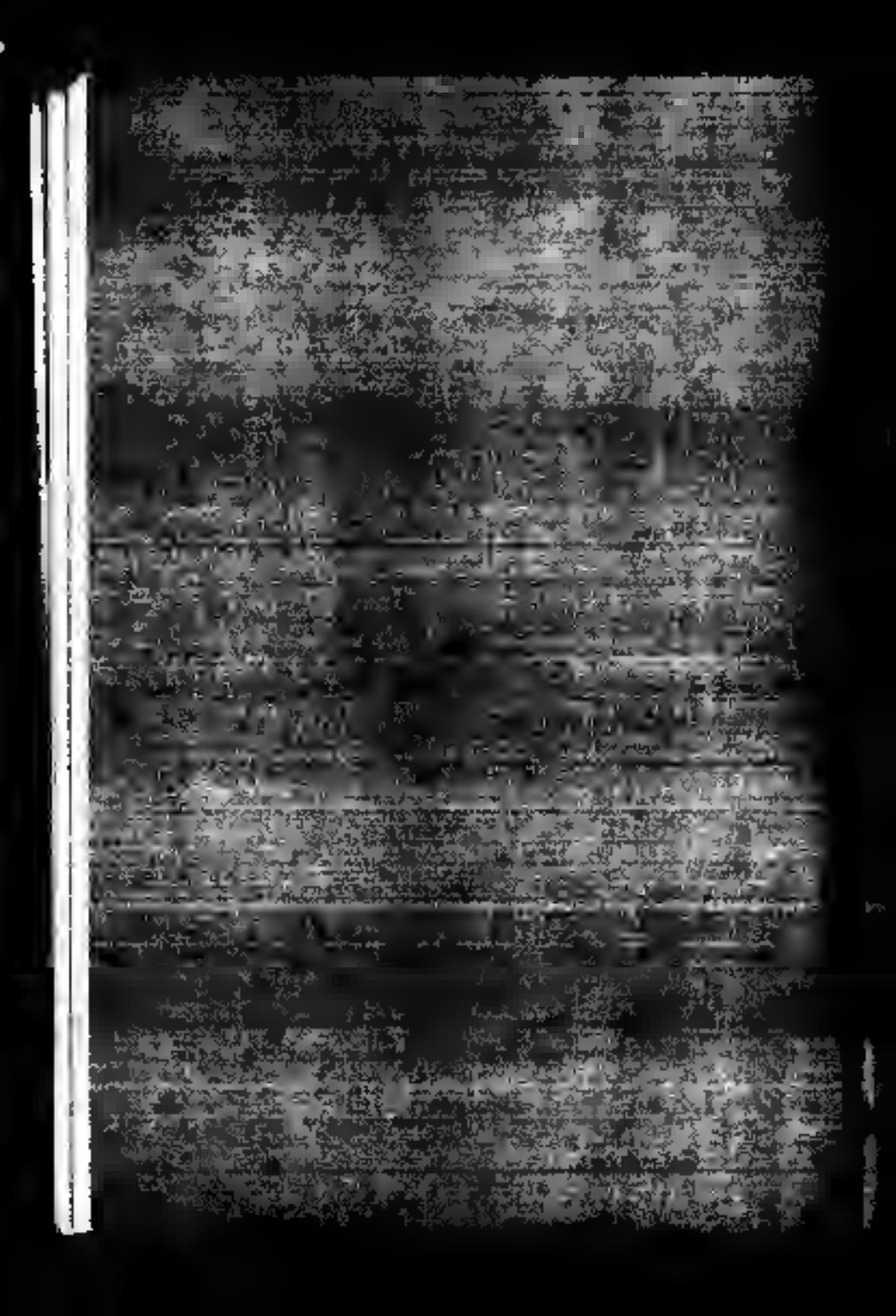
PAPERS
& REPORTS

1-11
1908-20

F
5545
T5T5
1908/09
1920 1

UNIV. OF
TORONTO
LIBRARY





The Thunder Bay Historical Society

Sixth Annual Report

LIBRARY
UNIVERSITY OF TORONTO

PAPERS OF 1915

The Thunder Bay Historical Society

Sixth Annual Report

PAPERS OF 1915

The Thunder Bay Historical Society

Officers

Patron	Mayor S. C. Young
President	Mr Peter McKellar
1st Vice-President	Mr J. J. Wells
2nd Vice President	Mr A. L. Russell
Secretary Treasurer	Miss M. J. L. BLACK

Executive Committee

Dr Oliver	Miss Stafford
Miss Belle Dubue	Mr W. J. Hamilton

Auditors

Mesdames Geo. A. Graham, F. C. Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR, Esq.

To the Officers and Members of the Thunder Bay Historical Society

Another year has passed by since our last annual meeting a year that is unique in the history of the world. Civilization and mind have built and half against each other. There are millions of men arrayed on each side bent on the destruction of their opponents by the use of the most deadly weapons of war devised by man. Their operations are being carried on in air on land and sea, and under the sea.

Considering the great advancement made by the human race, within the last one hundred years in christianity religious and science it does appear the reverse of the general order of things, and a going towards heathendom instead of christendom.

It will be seen by the last year's Annual that the Fur Trade of Tuba was under contract when the great European war broke out. The contract was stopped, it being considered wise not to try to raise the necessary cost until after the close of the war. In the meantime Mr. Winterbotham is engaged in cutting the timber on the areas. He has one side finished and the other part is done.

We are now engaged in an important work in connection with the Historic Landmarks Association of Canada. In the beginning of October I received a letter from the president, Mr. Pemberton Smith asking for the historic landmarks in the Thunder Bay District as they wanted to have them incorporated in the first series of the Directory the Society is preparing for publication. At the October meeting, our Society appointed Mr A. L. Russell, D. L. S., with me on the committee to attend to [illegible] landmarks. We have now selected about thirty of [illegible] many of which are worthy. We are now preparing the necessary explanatory notes to forward along with the [illegible] of a letter [illegible] Secretary Mr. J. H. Simpson, Ottawa.

The papers herein will speak for themselves. In conclusion I beg to thank the officers and members of the Society for their valuable assistance.

Secretary's Report

MISS M. L. BLACK

Fort William Nov 26 1915

To the Chairman and Members of the Thunder Bay Historical Society

Ladies and Gentlemen,—

I have the honor to present the following report as Secretary of our Society

During the year there have been held five regular meetings and one special meeting of the Executive. It is hardly necessary for me to add that the meetings have always been most enjoyable. The papers given brought us much valuable historic material but as they are appearing in full it is hardly necessary for me to make any comment on them. Our only regret in connection with our meetings is that we are unable to take a record of the discussions which follow the papers for they often prove quite as enjoyable as the original address.

This year we affiliated with the Historical Landmarks Association, and have already organized a committee to co-ope ate with them in their work.

The correspondence has not been extensive, and has almost all taken the form of requests for new publications.

We have a paid-up membership of two as while three outsiders have also contributed to our funds for the object.

All of which is respectfully submitted

M J L. BLACK.

TREASURER'S REPORT

Treasurer's Report.

RECEIPTS.

1914.	
Nov 27.—Balance in bank	$124.30
Nov 27.—Fees. Mrs Graham D. McKellar E. B. Oliver Oliver M[illar] and Mrs Russell, Mr and Mrs Percy Mc and Mrs P McKellar Miss Stafford Miss Dobie	10.00
Dec 4.—Donation to tablet (Mrs. Plummer)	10.00
1915.	
Nov 19.—Government grant (1914)	100.00
Nov 24.—Donation to tablet (W M W J McKenzie and J B. McKenzie)	94.00
	$344.30

EXPENDITURES

1914.	
Nov 30.—Stationery	$ 10.70
1915	
Jan 27.—D Gladstone tablet	100.00
Mch 5.—Printing Annuals and Circulars	112.60
Mch. 4.—Express	.40
Mch. 30.—Membership to Historical Landmarks Asso.	1.00
Mch 30.—Postage	4.80
	$229.50
Nov 26.—Bal. in bank	114.80
	$344.30

Audited and found correct
Nov 26, 1915.

K MacK PERRY
M ROSS GRAHAM, Auditors.

The Original Kaministiquia Club

BY PETER MCKELLAR

The Kaministiquia Club, as formed in 1878 was to all intents and purposes the "Chamber of Commerce" or Board of Trade of the residents of that period, as well as supplying in some extent the social features for which in these later times the old men turn to the Club of today which though it bears the same name, does not pretend to include in its functions the settling of such political questions as those for which the original Club was organized.

This narrative presents committees which were written up at the time those occurrances took place To make the matter clear to outsiders necessary explanations are inserted by the writer who was conversant with the affairs of the time. These are as follows

Minute Book of the Kaministiquia Club, organized Jan. 30, 1878.

"We the undersigned believing that a more united effort on the part of the friends of the Kaministiquia is necessary to secure the justice that has long been denied us with this end always in view have joined together under the name of the Kaministiquia Club pledging ourselves to obey all the laws of this Club and do all in our power to advance the interests of Fort William and the Kaministiquia River

1. John McIntyre
2. C. N Black
3. Neil McDougal
4. Wm C Kennedy
5. Peter McKellar
6. A. McLaren
7. John McKellar
8. John McKinnon
9. John McLaurin
10. W L Connolly
11. David Smith
12. Sidney Smith
13. James Henderson
14. Fred Perry
15. Donald McKellar
16. Robert Cook
17. Chas. McLennan
18. John N Pritchard
19. A. O'Connor

"Town Pls of Fort William, Jan 30 1878.

At a meeting held in Oliver Davidson & Co's hall on the 30th of Jan., 1878 when were present the Messrs. Peter McKellar, John McKellar W L Connolly C. N Black, W C. Kennedy Neil McDougall, John McKinnon, A. McLaren and John McLaurin

On motion, John McIntyre was elected Chairman and W C. Kennedy Secretary

"The chairman explained that the object in which the meeting was called was to take into consideration the advisability of forming an organization for the purpose of defending the rights of Fort William and the Kaministiquia River against the encroachments of the people of Prince Arthur's Landing As proof of the necessity for immediate action in this matter the secretary was requested to read a notice in the Ontario Gazette of proposed amendments to the Thunder Bay Act which, if allowed to become law would be very injurious to the interests of Fort William The Chairman recommended the reorganization of a Club or Society to watch the interests of the River and where those interests are endangered.

Moved by C N Black and seconded by Peter McKellar that we at once organize a Club to be known as the Kaministiquia Club —Carried.

The names of all in the meeting being viewed as members of the said club

It was moved by John McKellar and seconded by John McKinnon that John McIntyre be President of this Club.—Carried

Moved by John McKinnon, seconded by Peter McKellar that C. N Black be Vice-President.—Carried.

Moved by John McKinnon, seconded by John McKellar that Neil McDougall be Treasurer.—Carried.

Moved by A. McLaurin, seconded by C. N. Black that W. C. Kennedy be Secretary.—Carried.

Moved by John McKellar seconded by John McLaurin that the Club meet every Wednesday evening.—Carried

Moved by C. N. Black, seconded by John McKinnon that a committee of three be composed of Peter McKellar W. C. Kennedy and the mover be appointed to draw up Petition, etc.—Carried.

On motion the meeting adjourned."

(Note.—Had the amendments referred to in the application of the Shuniah Council to the Provincial Government asking for the formation of a County in the Thunder Bay District with the County Seat at Prince Arthur's Landing, become law the Kaministiquia Harbor would practically be doomed to oblivion for many years to come as thought by the Fort William people. The County Council would control harbors and the Kaministiquia would be under the guidance at Prince Arthur's Landing. The people of Fort William know well who to expect judging by the articles appearing in the Sentinel, Port Arthur.)

"Kaministiquia Club Room Wednesday Evening Jan. 23rd 1878

A special meeting to receive report of Committee, the Vice-President in the chair

The report in Committee was received and the draft Petition protesting against the proposed amendments to the Shuniah Act was read and adopted.

The names of David Smith, Sidney Smith, James Henderson and Abel Spotter were added to the Club.

After which the meeting adjourned

W. C. KENNEDY Secy

Kaministiquia Club Room, Wednesday Jan. 30th, 1878

The President in the chair.

The minutes of meeting on January 23rd and special meeting, Jan. 23rd, read and approved

The names of D. McKellar Fish Barry Thomas Freeman and Robert Cook were added to the roll as members of the Club

After considerable discussion on the best means of making the Club a success, it was moved by John McKellar seconded by C. N. Black, that the entrance fee for each member be $5.00. —Carried

Moved by John McKellar, seconded by John McKinnon, that the monthly dues be 50c each member to be paid at the first meeting after the 15th of each month.—Carried.

(The Petition already referred to was for the purpose of opposing the proposed amendments to the Shuniah Act from becoming law as the approaching session of the Provincial Parliament. It reaches Mr Adam Oliver ex-M.P.P. the Fort William representative just in time to accomplish the work intended. Another day would have been too late it may say that the petition was unique, in a way and created much interest and comments at the time It was a scroll of paper probably the first in length reached with a descriptive petition and hundreds of names, supposed to include every man woman and child in the Kaministiquia locality inscribed thereon.

Our Society having secured the publication of the Port Arthur "Sentinel" by kindness of Miss Annie Woodside, I thought I would look over those items in the book volumes of that year as I had read the account in the Sentinel at the time of publication I took the bound volumes, 1878-9 and after perusing them could find no article referring to the matters set down to a meeting in the Shuniah Council at which those matters were touched upon I was dumbfounded as I new I had read the articles in the "Sentinel. I then concluded that some issues must have been cut out. I went through one volume and found that out of the 52 weekly issues, 13 were missing. Probably the papers with the interesting articles would be passed around to friends & I lost. I mention this so that others may be on their guard in looking up important matters.)

"Moved by Thomas Freeman seconded by D. McKellar that the Secretary be empowered to procure minute book and stationery for the Club —Carried

Moved by A. McLaurin, seconded by James Henderson that P McKellar C N Black and W C. Kennedy be a committee to secure rooms suitable for meetings, also lamp and what furniture may be required.—Carried.

Moved by D Smith, seconded by James Henderson that the Treasurer pay out no money unless by vote of club and only on order signed by the President and Secretary.—Carried.

Moved and seconded that meeting be adjourned.—Carried

W C. KENNEDY Secy

Kaministiquia Club Room February 4th 1879.

The President in the chair

Minutes of last meeting read and approved The name of Chas McLennan added to the Club.

A letter from the Hon. A Crooks re school matters was read and discussed.

Moved by C N Black seconded by A. McLaren, that the letter from the Minister of Education be laid on the table until more definite news is received.

A telegram from McMichael Hoskins & Co. in regard to unseating of Councillors was read

Moved by C. N Black and seconded by James Henderson that, as this is a matter which began before the formation of the club, therefore this club is not responsible or in duty bound to pay for any telegrams relating thereto—but that a special collection be taken up to pay for the said telegram.—Carried

A collection was taken up and the full amount required raised at once.

Alex Spotter and Thos Freeman wished to have their names erased from the Roll, which the Secretary took the liberty of doing.

On motion the meeting adjourned.

Kaministiquia Club Room, February 8th, 1879.

The Vice-President in the chair

Minutes of last meeting read and approved.

Letter from K Rapsalis to school trustees of school section No in regard to school matters was read and filed

Moved by A McLaren seconded by J Henderson that A O'Connor and John McLaurin be added to the executive committee.—Carried.

Moved by Jas McKellar seconded by R. Cook that the Secretary draft a circular to be sent to property holders on the River asking their assistance to any club.—Carried.

The meeting adjourned.

W C. KENNEDY Secy

"Kaministiquia Club Room February 9th 1879

The Vice-President in the chair

Minutes of last meeting read and approved.

The Secretary read draft of circular which was adopted.

The Vice-President was asked to send the circular to Joseph Davidson and have 300 copies printed.

Moved by A. O'Connor seconded by D. Smith that we send for copies of Grip and the New York Clipper

Meeting adjourned.

W C. KENNEDY Secy

"Kaministiquia Club Room, February 16th, 1879

Only a few members present. No business transacted owing to the absence of the leading members

Friendly discussion after which the meeting closed.

Signed A. O'CONNOR.
Secy pro-tem.

"Kaministiquia Club Room March 1879.

Minutes of last meeting read and adopted.

Moved by C. N Black and seconded by D Smith, that W McDougall be admitted as a member of the Club.—Carried

Moved by A. McLaren seconded by D. Smith that A. Stephenson be admitted a member of this Club.—Carried.

Moved by A. McLaren, seconded by John McKinnon that a telegram be sent to Emerson International giving local notes.—Carried.

Meeting adjourned.

W C KENNEDY Secy

In that twenty eight years later the Club was resuscitated and chartered with the usual social club functions and has been in a flourishing era since

Fort William in the Middle of the XIX Century

BY A. L. RUSSELL, D.L.S.

In 1883, when the enlargement of the Canadian Pacific Railway terminals necessitated the dismantling of the historic old Hudson's Bay Co.'s buildings, which prior to 1803 had been called Fort Kaministiquia and subsequently Fort William, I had the good fortune to obtain several souvenirs of that once famous trading post at the gateway to what was then fittingly termed "The Great Lone Land," over which the Gentlemen and Traders of the H. B. Co.—shall I say "Here Before Christ" Co.—once had a beneficent and unlimited control.

The faithful old caretaker of the company, Mr. Richards—kindly offered me every facility to indulge my craving and I carried off as prizes one manuscript journal, two long antiquated flint lock guns, one tin life preserver, besides other minor articles, all of which I subsequently handed over to Mr. (now Dr.) [illegible] N. Bell, then secretary of the Manitoba Historical Society—a well known authority on Hudson's Bay Co. matters.

There were several other diaries which I had not the nerve to take when I first ransacked the headquarters and I hope eventually our Society may become possessed of them as the information they contain relates to the actual local historical facts as they occurred and extends over many years.

The writer of the "Diary" which forms the basis of this evening's paper—Mr. John McKenzie—was evidently an intelligent and faithful recorder as well as an excellent penman. The volume was restored to me by Dr. Bell and covers the period from 17th July 18[illegible] [illegible] McKenzie returned to his post after an absence [illegible] February [illegible]. The appearance of Fort William or rather Fort Kaministiquia as it was then called is well depicted in the copy of an oil painting in the possession of the family of the late Dr. Van Cortlandt of Ottawa. This was on the 15th June, 1805 immediately after its completion—I was four years [illegible]—and gives one an idea of the fortifications of the establishment, surrounded by a stockade 15 feet in height, when it was the rendezvous of the proud and spirited North West Company. Some records say it was then christened Fort William, in honor of William McGillivray a couple of years later 1807. Captain Palliser, R. E., in 1858 refers to the large dwelling house, the dining room of which it is elsewhere recorded could seat 200 people—lying parallel to the Kaministiquia river and flanked by two storehouses, the western one being of stone, at right angles thereto and surrounded by a picket fence 5 feet in height.

My second view gives the appearance in 1874 and is from a photograph taken from the right or south bank of the river. Caretaker Richards is exhibited having in charge a party of tourists. This view is kindly loaned me by Mrs. [illegible] and shows the location of the old buildings after the stockade had been removed.

The word Kaministiquia appears to have had more spellings than it has bends [illegible] that the undermentioned celebrities are credited as follows:

1678 Duluth—Camin[illegible]
1720 Verendrye—Caministigoyan, Kaministiquia, Camanistigoyan.
1802 De L'Isle's Maps—Kaministiquia [illegible]
1808 Vancortland painting—Kam[illegible]nistiquia.
1847 Colonel Crofton—Kamanistiquia
1855 T. G. Anderson [illegible]—Kaw-me-na-ta-we-yong
1856 The Robinson Treaty—Kiministiquia.
1857 S. J. Dawson, C. E.—Kaministiquia

1857 Captain Palliser R. E.—Kaministiquia.

1858. Professor H. Y. Hind—Kaministiquia.

1870. E. J. Fisher, Indian agent—Kah-mah-nah-tick-quiach or the River that runs far about.

Sir A. McKenzie—Cam[illegible]iquia.

Pottier—Kaministikweya or Wide R.

Harmon—Kamenistiquia.

Mailhiot—Kamanistiquoya.

Keating—Kamanestikweya.

Henry Thompson—Wandering on Dog River.

U. S. Charts—Kaminis tquia.

U. S. Charts—Kaministiqua.

Sir John Richardson—Kamanistikwaya.

In 1903 the Geographic Board of Canada fixed it the old time as Kaministikwia. This is the correct official spelling and in 1888 your humble servant compiled the first detailed plan of Fort William and Fort Arthur with this approved spelling which came as a surprise to the Fort William council who were unaware of the arbitrary official change.

Extracts from entries in Journal 1835. 27 July. The first entry presents a striking contrast to the present magnificent deep water harbours and reads as follows:

"This morning the Schooner Whitefish dropped down with the Lake Shore as being sufficient water on the bar to admit of her being loaded in the river. The boats were afterwards sent off with the fish and other cargo. In her were sent down to Michilimackinac Mr. Bogg who had been in charge in my absence. Michel Collin, assisted by John Finlayson preparing the wood for five additional North Canoes.

The building of Birch Bark Canoes, referred to in this first entry was evidently an important industry. The smallest or 2 man canoe could only be handled with safety by experts, while the imposing and capacious North or Montreal 5 fathom (30 feet) canoes are credited with carrying cargoes of over 10,000 lbs. composed mainly of about 6,000 lbs. package freight, food [illegible] provisions and baggage and at times 12 or 14 of a crew though nothing of an odd passenger of two. The ordinary Inland canoe, which was in use between Lake Superior and Red River was built to carry about 3,000 lbs. and had a crew of 4 or 5 men—the trip usually occupying about thirty days. The large North canoes were used to forward all supplies and mail from Montreal to Fort William with return cargoes of the and had to brave the dangers of Lake Superior.

On one of these trips it is recorded that the Bishop of Montreal left La Chine on the 16th May 1844 in a large canoe manned by eight French Canadians and six Iroquois Indians. He ascended the Ottawa to where the Mattawa joins it, and then passed from this through La Petite Riviere and some small lakes, traversing the high lands until he reached Lake Nipissing, and having crossed it descended the whole length of French River into Lake Huron—440 miles from Montreal. Coasting up the northern shore of this lake about 220 miles further he came to Sault Ste. Marie and crossing over passed into Lake Superior and along the north shore some 350 miles until Fort William was reached. This trip usually occupied 30 to 40 days. It is worthy of notice that the main transportation to the North West, from Montreal followed the route of the proposed Georgian Bay canal, the early construction of which, with British capital, foreshadows a still greater impetus to our twin harbours at the Gateway of the West.

July 28.—This entry refers to the important fishing industry and reads as follows: "Vanan has been off with four nets and nine lines, a dish in consequence of not getting bait for fish in the river he is to set in the Bay." Captain Palliser R. E., on landing at Fort William in 1857 stated that the fish diet was the chief support and that it actually tainted the atmosphere where the 800 Chippewas and a few Pagan Indians were camped.

July 11. The entry reads "Collin and Finlayson went up the river in the expectation of getting some sturgeon and returned with only 3."

Apart from the river the principal fishing stations appear to have been at Shag Island and Thunder Point, others being at Welcome Islands and the "Pattes" which I take to be the

Pate or Pie Island and lastly a brief reference is made to our maligned Current River which yield only a trout.— The [illegible] bad at the [illegible] not being favorable [illegible] operations. The [illegible] recorded are [illegible] at [illegible] and whitefish from [illegible] [illegible] trout and 2½ whitefish from Thunder Point and [illegible] whitefish which were caught with the seine [illegible] the river.

Fishing returns recorded for about [illegible] months—from August [illegible] to [illegible] December show the total fish caught as follows

[illegible] whitefish.
[illegible] sturgeon.
[illegible] trout.
[illegible] dore and carp.

Total 1897 fish.

The game taken during 1847 was
[illegible] ducks
57 [illegible].
2[illegible] partridges

This was [illegible] addition to the fish and game secured by Indians and others not attached [illegible] the Hudson's Bay post, now especially [illegible] and Mr J F [illegible]—one of the staff of [illegible] C [illegible]—reporting that [illegible] had trapped by December [illegible], no less than [illegible] [illegible] and by boiling [illegible] made an acceptable variety of [illegible].

July [illegible] [illegible] a canoe with [illegible] priests and [illegible] arrived from Montreal having left [illegible] former place on [illegible] June. They resumed the [illegible] at [illegible] p m and [illegible] forwarded [illegible] Lac [illegible] Pluie [illegible] Lake) and Red River. This trip occupied [illegible] days and a search through other records makes it evident that the two priests were Father [illegible], O M I and Novice Alex A Tache, the latter of whom subsequently rose to [illegible] in Red River.

Aug [illegible] reported a heavy and dense smoke was carried down by the north west winds arising, it is supposed from a [illegible] made by the Voyageurs to the [illegible].

Aug [illegible]. Dr Rae arrived from Michipicoten in a canoe with 5 men, which place he left on the 10th inst. leaving on the following day in a new canoe with 8 men. This is the Dr Rae who [illegible] of the lost Sir John Franklin party thereby securing the offered reward of $10,000.

Aug [illegible]. The Barge with [illegible] arrived [illegible] Michipicoten every [illegible].

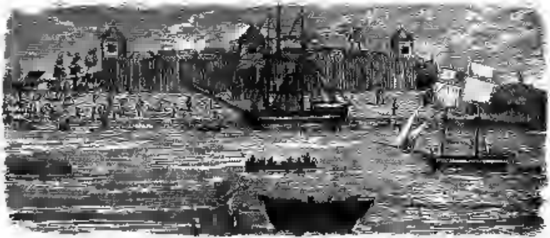
Aug [illegible]. The Indians receive [illegible] supplies and take their departure."

Sept [illegible]. "Four North canoes arrived."

Extracts from Diary of Visiting Indian Superintendent Thos [illegible] Anderson of Coburg, Ont. advising Indians of Lake Superior region re proposed treaty of 1850 [illegible] known as the Robinson treaty 1849.

Sept. [illegible] At Sault Ste Marie [illegible] observed [illegible] sailing vessels and one propeller besides the Napoleon in harbour—the latter having anchored during the night with 7[illegible] tons copper on board from Ontonagan River. This [illegible] paid last year [illegible] per cent on the stock paid in and this year expect [illegible] about [illegible] per cent. Weighed anchor about half past 7—could not start sooner because of the fog. This vessel had been a [illegible] but was converted into a propeller and goes about [illegible] to [illegible] knots an hour. Her [illegible] is mostly [illegible] work and her [illegible] Clark [illegible] person who [illegible] Miss Prior. At [illegible] we sat down to breakfast when all the cabin passengers [illegible], among whom are [illegible] (so called) and their children. Then Mr [illegible] and [illegible]—[illegible]—[illegible] Mons.-Hoskin [illegible] American topographical [illegible] Mr Vidal, Mr Somerville and myself besides several Germans and Yankees going to the mines, [illegible] ten or [illegible] passengers.

Sept. [illegible] Rose at [illegible] got breakfast and [illegible] at [illegible] 7. The morning was fine and passing along high [illegible]—some [illegible] feet high—at [illegible] o'clock arrived at Fort William. Mr McKenzie in charge of the establishment who received us most cordially. We [illegible] tea with him and at [illegible] went to bed in one [illegible] [illegible] some [illegible] and [illegible] to the bed [illegible] [illegible] us at [illegible] o'clock [illegible] room kindly appropriated by Mr McKenzie for this purpose.



FRONT VIEW OF FORT KAMINISTIQUIA, NORTH WEST COMPANY, JUNE [illegible], [illegible]
From the [illegible] Collection [illegible]

Sept. 11 Up and dressed by times—breakfasted [illegible] and shortly after the Indians began to assemble, about 40 we [illegible] that could be mustered. They were accompanied by a Jesuit priest named [illegible].

Kaw-we-na-to-wa-yeung is the Indian name for River on which Fort William is built and is situated within [illegible] mile to its entrance on Thunder Bay. At its mouth a bar runs across so as to prevent vessels coming nearer than a mile from the Fort. There are three entrances to the River which [illegible] and form one stream about [illegible] miles from the Lake. The falls commence about 30 miles from the entrance.

The Fort is composed of picketted fence enclosing about [illegible] acre [illegible] ground within which are the various stores, one of [illegible] dwellings and [illegible] but most [illegible] in a state of decay except this occupied by Mr McKenzie which is [illegible] comfortable. At the distance of about 100 yards is a well built block house of wood for defence in the contentions between Lord Selkirk and North West Company. Mrs. McKenzie dined with us. She is a very nice lady from Montreal. Mr McKenzie is [illegible] other Indian traders of the Hudson's Bay Co. very hospitable. We [illegible] at his table on all good [illegible] the season—washing the [illegible] down with well-filled flagons of wine and brandy. He offered us beds but we preferred our tent which was pitched in the middle of his beautiful [illegible] lawn, we however accepted a spacious room in which to hold our consultation with the Indians. The scenery about Fort William is very beautiful. The placid [illegible] of the [illegible] conveying the waters from [illegible] hundreds of miles above [illegible] through the Great Lakes to the sea—the wild fowl paddling and winging their way from the dread shot of their enemy man—the tormentor of all living beings even himself [illegible]—the [illegible] of Golden Plover sporting [illegible] hurried [illegible] along the bank—the snipe as [illegible] wearied of carrying their highly [illegible] bodies [illegible] [illegible] are [illegible] at [illegible] distances from the heedless savage [illegible], and would be sport indeed for the [illegible] English sportsman's gun—and now and then the up stream bound [illegible] tribe as they pass along, as [illegible] full of [illegible] man's abode, [illegible] their crimsoned eye to see whether the dead [illegible] spear is raised to shed the blood of vengeance and [illegible] their [illegible] days.

The dark tinted aborigines luxuriating in all the filth, want and misery which indolent and impotent parentage could for ages bestow are objects the [illegible] fail to rouse the mind of those unaccustomed with such scenes to deep and profitable reflection. There in the distance you see the mountains [illegible] rising 1,000 feet above your head—these are the resorts of [illegible] and winged fowls, to [illegible] one [illegible] but crafty man can reach their [illegible] and were not Divine Wisdom the Creator one might be disposed to say they were made for us [illegible]. [illegible] this morning [illegible].

[illegible] I made an early start, the wind partly ahead and [illegible] off land. We only made 24 [illegible] and [illegible] I reached LaRonde's [illegible] of the [illegible] Trading [illegible] Fond. Mr LaRonde received us very kindly—took us up to his house, where we had a good supper and [illegible] lodging—besides [illegible] much information on the subject of our mission. Among other things he informs us that the Nepigon Indians almost to a man [illegible] plurality of wives and some to the number of seven. The man we [illegible] yesterday had three [illegible] old woman, her daughter by a former husband and again a daughter of the second wife by another father.

Mr LaRonde further informs me on this subject that parents refusing to give their daughters in marriage are in most certain of being murdered by the party applying. Murders for other trifling causes are not infrequent among these Indians—surely no pains should be spared to civilize them.

Sept. 13. Left Mr LaRonde's [illegible] before [illegible] and soon after were [illegible] up [illegible] in a [illegible] wind arriving at [illegible] the sad and melancholy news of [illegible] Darling's [illegible] at Penetanguishene. We got lodgings [illegible] a house in which to receive our Indians on Monday from Mr McTavish but my anxiety to see [illegible] and hear the particulars of Mr Darling's

death induced me to proceed immediately to Mr Wilson's. Very kindly received by Miss March, Mr W not at home. Miss M kindly got tea but I had scarcely time to take a cup when Peter Bell who has now become a good boy called to say he was on his way to Garden River so I embarked with him.

The last page of the diary reads as follows:

During the foregoing journey without one dollar of money to pay my expenses, or a plug of tobacco to give the tribes a smoke, I succeeded in getting the Indians to cede all this land to the Crown from Fenstan [illegible], Long Lake, Huron and Lake Superior and back to Nipigon, without the slightest reserve because they had full confidence in me and did not doubt but that the government would deal honestly with them. Next spring the Hon W. B. Robinson was sent up with boxes of American silver to obtain the signatures of the tribes without extending to me the common courtesy. My being invited to accompany him would have done good to the Indians of my [illegible] ness to them.

Note by A. L. R.—Commissioner Robinson in official report of treaty officially acknowledged the valuable assistance of Mr Anderson. Mr Anderson died 18 Feb. 1874. The foregoing notes are copied by kind permission of Mrs. Geo. Ironside of Port Arthur who holds copy taken by her son Ernie from the original document.

Fort William's Early Newspapers

BY P McKELLAR

Two years after the "Day Book" was closed, the people of Fort William started to look up another Paper, as will be seen by the following minutes as recorded in the old minute book of meetings:

"Town Plot, March 10th, 1880.

A meeting was called to organize a newspaper in Town Plot of Fort William.

Mr E. Ingalls was appointed chairman and A. A. Armat, secretary

Moved by P L. Knappen, seconded by C. N. Black, that a subscription list be opened and a committee of three be appointed to circulate it, and see what can be obtained for the support of a newspaper for the coming year in the shape of boards or patronage.

The chairman appointed a committee consisting of C. N. Black and P. L. Knappen. Meeting adjourned to meet in a week.

The subscription list read.

"On demand I promise to pay the sum set opposite my name as a board towards the support of a weekly newspaper, to be published in Fort William should the paper be started by stock this to be null and void."

Sidney Smith	$ 10.00
C N Black	10.00
P L. Knappen	15.00
Geo A Graham	15.00
McKellar Bros	10.00
Thomas Freeman	5.00
Donald Morrison	5.00
A. McLaren	10.00
M. Kennedy	2.00
	$75.00

The advertisement subscription form subscribed to was as follows:

"On demand I promise to pay the sum set opposite my name for promoting, for 1 year beginning with June, 1880, should a paper be started in Fort William by that time

Sidney Smith	$ 5.00
C N Black	20.00
A Stevenson by leave	20.00
John Curran by leave	10.00
Smith & Mitchell	5.00
A C Crawford	2.00
N McDougall (Tel. Co.)	25.00
N McDougall (private)	2.00
Charles Baker	2.00
E. Ingalls	20.00
P L Knappen	15 00
John McLaurin	10.00
Clark E Brock	10.00
Frank Moberly	5.00
Thos. S. T Smellie	5.00
Richard McNab	5.00
Geo. Graham	25.00
Jas. H. Bartin & Co.	10.00
McKellar Bros	10.00
Donald Morrison	1.00
Thomas Freeman	2.00
A. McLaren	10.00
A. D. Dunning	5.00
Samuel Hayward	1.00
M. Kennedy	5.00
W Pritchard	5.00
	$240.00

Stock subscription—

"On demand I promise to take stock in a newspaper to be started and published in Fort William during the year 1880 one half to be paid when called for the balance in one year after to the amount set opposite my name."

Sidney Smith	$10.00
C N Black	10.00
A. Stevenson by leave	10.00
A. C Crawford	15.00
N McDougall	15.00
Charles Baker	2.00
E. Ingalls	20.00
McKellar Bros.	40.00
Thomas Freeman	5.00
A. McLaren	20.00
Chas. J McLennan	5.00
W Pritchard	5.00
	$160.00

"Town Plot, March 22, 1880.

A meeting held in the school house this evening for the purpose of starting a newspaper

C. N Black was appointed chairman and P McKellar secretary

A long discussion took place as to the best mode of procedure, as to whether to purchase a press or to offer a bonus.

Moved by P. L. Knappen, seconded by G. A. Graham, that a new subscription list be opened, one sum for each party and empower the committee to act as they please in the matter.

The motion lost.

Moved by A. McKellar seconded by A. McLaren, that the former committee (that is) C. N. Black, G. A. Graham, and P. L. Knappen be continued, and authorized to advertise in the Toronto papers, and consult parties there, and when ready call a meeting of the people. Carried.

The meeting adjourned.

C. N. BLACK,
Chairman.

F. McKELLAR.
Secretary

Copy of letter written to J. Davidson, Toronto, and F. J. Brown, Ingersoll, Ont.

Dear Sir:—

By request of Mr. Davidson and others to Mr. C. N. Black during his recent trip below a meeting of the citizens has been held here, the subject being the starting of a newspaper, and we were appointed a committee to correspond with you and others relative to the matter. We forward by this mail advertisements to be inserted in the Mail and Globe asking correspondence with newspaper men desirous of starting a paper in a new town. The people here are subscribing to two methods of starting a paper—one by bonus and one by taking stock in the paper. We are laboring under great disadvantages, from having as few amongst us as we have means, and less who are interested in real estate. It is the unanimous opinion here the unless interested parties below (viz. yourself, J. J. Vickers, Jas. Love, P. J. Brown, Wells and any others you may hear) subscribe liberally in this enterprise, it will be impossible for us to raise a sufficient amount to induce any person to locate here. For our interests we have already subscribed as follows: $100.00 as a bonus, $150.00 for patronage, $500.00 for stock. The patronage can be applied with either stock or bonus in estimating the amount required. We have calculated that it will be necessary to raise at least $800.00 to start a paper under either method and that we must look to parties below for at least one-half the amount, viz., $400.00. Now, if you will take immediate steps in this matter by informing us the amount which can be raised (guaranteed) in Toronto and below, we will use every endeavor to push the enterprise forward and in the near future have a newspaper running here which is so much needed, to advocate the interests of Fort William. Open your hearts, produce liberally and the people here will heartily respond. Hoping for an immediate reply.

Very truly,
COMMITTEE.

Town Plot, Fort William, May 3, 1880.

At a meeting called by the newspaper committee at 8 o'clock this evening a large number were present. Mr. F. T. Gradie, who offers to run the paper, was here.

Mr. E. Ingalls was appointed chairman and F. McKellar secretary.

Mr. F. T. Gradie offered to run a paper for three years by getting a bonus of $800.00. $500.00 down, and the balance of $400.00 at the end of a year.

Moved by Mr. Black, seconded by Mr. Knappen, that the subscription list be opened [illegible] bonus to run the paper for three years. Carried.

We, the undersigned, agree to pay the sums opposite our names as a bonus to a newspaper man that will run a good paper in Fort William for three years from date of publication.

P. L. Knappen	$25.00
E. Ingalls	25.00
C. N. Black	25.00
S. S. Smith	15.00
N. MacDougall	15.00
McKellar Bros.	25.00
Thomas Freeman	10.00
A. McLaren	10.00
Donald Morrison	5.00
Chas. Baker	5.00
G. A. Graham (per P. C. P.)	25.00
John Lundberg	5.00
A. C. Crawford	20.00
D. Mortimer	5.00
Mac. C. J. O'Connor	10.00
W. Wiggans	10.00
John McLaurin	25.00

Moved by Mr C N Black and seconded by Mr F L Knappen, that a committee consisting of F L Knappen, N MacDougall and J McKellar be appointed to go around here and at Prince Arthur Landing with the above mentioned petition that

The adjournment moved to Monday next, 8 o'clock p. m. Carried.

P McKELLAR,
Secretary

A meeting in pursuance of above mentioned adjourned meeting held in the evening at 8 o'clock p. m., May 31, 1880. Mr E. Ingalls chairman P McKellar secretary

The subscription list was handed to the chairman which showed an amount of $247.00 subscribed here.

Moved by F L Knappen and seconded by ———— that A McLaren, John McLaurin and E. Ingalls be appointed a committee to telegraph the Toronto parties, and in the event of a favorable reply to collect the money subscribed, and proceed to act in the matter as they think best.

Moved a amendment by A. McLaren, and seconded by J McLaurin, that the former motion be done not with the addition of the member of Mr John McLaurin Carried

P McKELLAR,
Secretary

Telegram sent P J Brown —

Newspaper men here, have raised three hundred dollars. Can't proceed with one you raise two hundred and fifty in Toronto. Guarantees to run three years.

N. McDOUGALL,
for Committee

May 11th, 1881

A meeting held in the Ontario House, Fort William, Monday evening December 6th, 1880 for the purpose of making further arrangements regarding the plant of the Herald newspaper and arrangements connected therewith

The following persons were present. John McKellar C N Black Edmund Ingalls, G. A. Graham John McLaurin, N MacDougall Sidney Smith, A C. Crawford

John McKellar was elected chairman.

N MacDougall was elected secretary (pro tem.)

Moved by Geo. A. Graham seconded by John McLaurin, that Messrs. Black and Knappen be authorized to correspond with Messrs Gwatkin & Son, Toronto, to ascertain the best arrangements the can be made regarding the further payment of money due Gwatkin & Son for the press and outfit and giving them a chattel mortgage on the same Carried.

Moved and seconded that Mr Geo. A. Graham, N. MacDougall, Sidney Smith and John McLaurin be hereby authorized to examine the affairs and books connected with the Herald office Carried.

Moved and seconded that the committee on examination of the books do report at a meeting to be held at the above mentioned place one week from tonight (13th Dec.) Carried.

The meeting adjourned till Monday night 13th Dec 1880

JOHN McKELLAR,
Chairman.
N MACDOUGALL,
Secretary

An adjourned meeting (of the 6th Dec.) held in the Herald office Monday evening, Dec. 13th. 1880.

The following gentlemen were present C N Black, F L Knappen A. C. Crawford N MacDougall Sidney Smith T Prentiss and F T Grafe.

E. Ingalls was elected Chairman

N. MacDougall was elected secretary

The report of the examination committee was read by N MacDougall, which showed a satisfactory standing of the paper Moved and seconded that the committee be discharged. Carried.

Moved by Mr Smith and seconded by Mr Crawford, that the parties acting in the committee, viz. Messrs. Black and Knappen do execute the papers sent from Messrs Gwatkin & Son of Toronto and in addition, take a mortgage from F T Grafe, that he will publish the Herald for the three years agreed upon unless the people fail to meet the balance of the $700.00. In the latter case the people forfeit any right to the press, and F T Grafe be at liberty Carried.

E. INGALLS,
Chairman

A Brief History of Port Arthur Harbor

BY A. L. RUSSELL, D.L.S.

As transportation is the chief factor in the growth of our spacious Dominion and the place of transhipment a most important point, our inner harbours situated in the great Inland Sea,—Lake Superior—at the centre of the direct 4,080 mile route across the continent at the head of ocean navigation, and favored by the ample and safe approach afforded by the outer harbour of Thunder Bay, will ever remain the unrivaled portals for the continuously increasing lake and ocean traffic from the Orient and as storage outlets for the boundless harvests of the Golden West.

The Royal Commission on Transportation reported as follows: "The harbors of Thunder Bay are from their very position, of national importance and as such they should be dealt with, and in order to properly provide for the future of the ports of Port Arthur and Fort William they should be considered and treated as one harbor and should be laid out on a broad and comprehensive plan taking in all the water from Bare Point, north of Port Arthur to the mouth of the Kaministiquia river up that river to lot 10, con. 1 and including the Mission river to deep water in the bay. The board has memorialized the Dominion Government to place the break water about to be constructed, a thousand feet further out into the lake, and recommended that the harbor inside all be dredged to a uniform depth of 25 feet. We feel this action on one part was justified from the evolution which has taken place in shipbuilding during the last 20 years. A monster craft of that date is but a toy when compared with the 11,000 ton freighters of today.

The geodetic position of Port Arthur Harbour as determined by Dr. King, assistant director of the Dominion observatory in 1897—the exact spot being where the Prudential Fyfe's new standard flag tower at Arthur street is given as latitude 48 degrees, 26 minutes, 01.68 seconds N. and longitude 89 degrees, 13 minutes and 39.61 seconds W. or 5 hours 56 minutes and 51.409 seconds west of Greenwich. The standard Meridian mean solar time being only 3 minutes ahead of Standard time from Port Arthur westward or 57 minutes behind eastern Standard time.

The local magnetic variation is presently 2 degrees east of astronomical north with an annual decrease of 5.3 minutes.

The extensive hydrographic work undertaken by the G. T. P. railway at this point revealed the fact that the hitherto accepted level of Thunder Bay was overestimated by some 10 inches, which was determined by a systematic comparison of the old government gauge with the mean of many years simultaneous readings by the U. S. lake survey staff at Duluth, Marquette and elsewhere. The adopted mean level of Lake Superior is 602.35 feet above mean Atlantic tide at New York City.

There is no appreciable tide in Lake Superior and the fluctuations occur only in accordance with the rainfall and occasional prevailing winds. The highest water is usually in August and September and the lowest in early February—rising slowly until end of May. The highest recorded reading was 1.92 ft. and the lowest [illegible]. The regulating dam at Sault Ste. Marie will however establish greater uniformity in the future.

To Lieut. (late Admiral) Henry W. Bayfield, R.N. and his able assistant Philip E. Collins, Midshipman, R.N. acting under instructions from the British government must be accorded the honor in 1823, of undertaking the first hydrographic survey and this valuable study unfolded the great possibilities of the three-fathom roadway for vessels entering at Thunder Bay—some 30 a

16 miles in extent—and capable of accommodating in security the navy which today ensures an ultimate victory for the Freedom of the Seas.

The harbour area within the city limits is approximately five thousand (5,000) acres or about 7½ square miles.

Previous to 1820 the American North West and Hudson Bay companies had at least [illegible] sailing vessels plying to Thunder Bay and elsewhere on Lake Superior. The vessels were from 90 to [illegible] tons each, viz. The Invincible, Otter, Mink, Recovery and Discovery. The Mink was used by Lieut. Bayfield in his survey of Lake Superior.

The first steamer to enter Thunder Bay was the Independence in September 1846, with men and supplies for the Montreal Mining Co. She was built at Buffalo as a sailing vessel—hauled over the portage at the Sault Ste. Marie rapids and converted into a side wheel steamer.

The first British steam boat, it is reported was the tug Dart about 1851, navigated by Duncan McEachern, the King of Black Bay. The Ploughboy was wrecked while on route here in 1857, the Rescue taking her place. The Rescue after running [illegible], in 1859 was renamed the Prince Arthur and turned into a gunboat in 1866, the side-wheeler Algoma, first called the Racine, was placed on this route, Mr. Wm. Vigars arriving on the first trip.

The first transatlantic steamship was the Hamiltonian [illegible] including four craft the Chicora, formerly used in [illegible] the American war as the "Letter B". In 1870 the "Cumberland" was placed in commission and the following formidable list of vessels utilized the harbour, the river at Fort William not being dredged for the larger class of vessels until 1870: [illegible] the steamers Arctic, Union, Brooklyn, Algoma, Waubuno, Schickluna and Chicora. There were also 6 tugs, 1 gunboats and 6 schooners of which more particulars are given hereafter.

The following details re vessels plying to this port are from information searched for by J. J. O'Connell on being intimately connected with vessel interests at this port.

The side-wheel steamer Manitoba began plying on the Sarnia and Thunder Bay route in 1871 in the Beatty Line and ran regularly each season on [illegible] when and was driven ashore at Southampton, Lake Huron, and wrecked. She was rescued by the insurance companies, rebuilt at Detroit in 1887, sold to the C. P. company, renamed the Carmona and plied between Owen Sound and Sault Ste. Marie. The Acadia, a propeller of [illegible] was run in connection with the Manitoba in the same line from 1871 to 383.

In 1874 the Ontario and the Quebec, two propellers of 1[illegible] tons each, were built at Sarnia and entered the Beatty Line the same year, the Ontario being [illegible] on the Sarnia and Port Arthur route. The Quebec sank in the Sault Ste. Marie river in [illegible] in [illegible] feet of water. She was raised in [illegible], rebuilt at Buffalo, renamed F. H. Spinner, with American register and ended as a tramp steam barge. The raising of this sunken vessel was the greatest wrecking feat ever done on the great lakes.

The Asia, a propeller of 150 tons, began running in the spring of 1871 as the pioneer boat of the Windsor and Lake Superior Line and was followed the same season by the Sovereign, a [illegible] propeller of 116 tons, in the same line, and both continued until the fall of [illegible]. In 1887 this line amalgamated with the Beatty Line and formed the Northwest Transportation Company. The Asia was chartered by the [illegible] Northern Transportation Co., of Collingwood, in 1882, and in September [illegible] was wrecked in Georgian Bay with a loss of 107 lives, there being only two survivors. The Frances Smith was another.

The Campana, a twin screw steamship of [illegible] tons, built on the Clyde for the South American trade, was bought in London, England, in [illegible] by the Canada Transit Co. to replace the City of Winnipeg. She was cut in two at Montreal, towed through the St. Lawrence canals, joined together at Port Dalhousie and placed between Collingwood and Port Arthur from 1881 until 1881. In 1881 the first locally owned boat, the Algonquin, built on the Clyde and registered A-1 at Lloyds, was [illegible]

commission, Thos. Marks and Co. being the owners.

What appears to be the first official notice of Thunder Bay was when Henry Youle Hind—an ex officer of the Hon. The Hudson's Bay Co.—in 1857 was placed in charge of the first "Red River Expedition" with directions to investigate and report on the best means of communication between Lake Superior and the [illegible] Red River Region. His chief assistants were S. J. Dawson, C. E. and Professor Henry Youle Hind, both of whom submitted valuable and interesting data on Lake Superior and our harbours.

In 1859 the report relative to the Exploration of British North America, authorized by the British government, was published and much new and worthy scientific data gained on the extended trip from Lake Superior to the Rocky Mountains and was made public. The expedition was in charge of Captain Palliser, R. E., assisted by Dr. Hector.

It was not until 1870 when the Colonel Wolseley Military Expedition to Fort Garry comprising some 400 men with adequate transport and boats, etc., and supplies were landed at the "Dawson Landing" as it was then called, that the convenience and safety of Thunder Bay as a harbour was brought prominently into notice. As there was no dock capable of accommodating the larger craft the landing was effected by means of scows at the small wharf which had been built to "accommodate" the steamer Algoma plying to that port. This wharf now forms a portion of the extensive passenger and freight dock of the Canadian Northern railway company near the foot of Arthur street. It is shown on the copy herewith of the official plan prepared by Captain Dipee of H. M. [illegible] and presented by him to the Corporation. I also exhibit a plan prepared by the late S. J. Dawson, C. E., then in charge of the Red River route, showing a projected dock, 100 feet in length, and the first few detailed soundings about the water front.

Our embryonic city was at this time christened "Prince Arthur's Landing" by Colonel Wolseley in honor of H. R. H. the Duke of Connaught our esteemed Governor General who was then serving with the British forces in Canada.

1871 the requirements of Confederation necessitating the selection of the preliminary surveys for the transcontinental at that time made taking involved in the construction of a purely Canadian continuous railway from the Atlantic to the Pacific brought to the front the many advantages of Thunder Bay over Nipigon Bay as the terminal harbour on Lake Superior. The protagonists were valiantly maintained by their respective admirers, Thunder Bay winning out in the long run.

It is interesting to note that the first detailed survey of our twin harbours was made by H. K. Wicksteed, C. E., at present consulting engineer for the Canadian Northern railway, and were still further augmented by our taking further soundings and making a topographical survey of the harbours on the ice.

The first intimation that a breakwater was likely to be built here leaked out when W. C. Van Horne, and Sir William [illegible], chairman of the Canadian Pacific railway board, in consultation with the Superintendent of Construction, [illegible] placed two scales across the front of the harbor, a plan about half a mile from shore leaving an open gap opposite the foot of the Red River Road. Shortly after this in 1881 the enterprising citizens of Port Arthur "got busy" as the saying is, by entering into partnership with the Dominion government, through whom the commencement of the inner harbour by putting up $20,000 for breakwater purposes. Wm. Murdoch, C. E., who figured largely in various projects for the betterment of the twin towns, being appointed engineer in charge of the work.

The first resident engineer to be placed in charge of the twin harbour improvements was the late H. V. Temple, C.E., in October 1881, an appointment which he held until 1907 when, to meet the growing local requirements of each harbour, a separate appointment was made for Fort William. Mr. H. Y. Hareom, C. E., Mr. Temple's assistant, on the death of the former succeeded to the office and relinquished the work to his as-

sistant, Mr. J. B. St. Laurent, C. E., in 1916. The call of his country and humanity impelling him to join the staff of the New Ontario 94th battalion, then organizing with Port Arthur as headquarters.

Like the locks in the Canadian canals the breakwater although accommodating the vessels then in commission formed an inner harbour of too cramped an area for the dimension of vessels suitable to a national harbour and the ever extending docks projected for the grain trade, such as the Grant L. Morden, built at our local shipyard and having a capacity of over half a million bushels.

The breakwater provided by the Royal Commission has been constructed to within 1,500 feet of the south limit of the city and when completed will end within 650 feet of the Kaministiquia channel. The first dredging of the inner harbour was begun in 1877 and will be continued until a uniform depth of 36 feet is completed. Chief Hydrographer Stewart of the Marine and Fisheries department, as part of the Canadian Lake and River survey in 1903-4 made a careful detailed hydrographic and trigonometrical survey of Thunder Bay and vicinity which authoritative work supersedes the data of Admiral Bayfield of 1823 and in conjunction with the U. S. Lake Survey charts, furnishes male reliable information to the navigators of our great inland sea, Lake Superior. This lake has an area of 32,000 square miles with a length of 355 miles and a depth of over 900 feet and a drainage area of 85,600 square miles.

DOCKS

The first dock built within the limits of what is now Port Arthur was constructed by the Thunder Bay Silver Mining Co., and was situated on Min. Loc. 4 close to its western boundary about half a mile east of Current River. It was 80 feet long with 10 feet of water at the end and. Deep water is to be had hereabouts nearer the shore than elsewhere along the whole water front. It was constructed by Mr. Withrow in the winter of 1867-8 assisted by 18 experienced builders from Ottawa and was of wooden piers filled with stone. This gentleman was the father of Mr. Withrow well known in Thunder Bay.

The first steamer to dock there was the Algoma on the 14th May 1868 having on board Supt. McDonald and 35 men with mining outfit, including part of the stamp mill machinery. Mr. Jas. Dickson and Jos. Flaherty arrived during the same summer and commenced the erection of the first general store and restaurant, and at the same time the first business dock erected just south of the end of the Red River Road (Arthur street) was built by Jas. Dickson acting on behalf of Mr. Thos. Marks of Bruce Mines. These two enterprises were in reality the business beginning of Port Arthur. This little dock was chiefly used to "wood up" the Algoma steamer then plying semi-monthly between Collingwood and Thunder Bay. The small dock built close alongside to the west and called the "Government" dock was extended about 800 feet in 1875-6 and an L addition built for shelter and was subsequently extended 300 feet further in 1883 by the Canadian Pacific railway company for passenger and freight purposes and on the south east corner the sail was erected the first grain house which was subsequently removed to its present site at the breakwater as cause. The hospital grain elevator Horne's dock was built about the same time. This was owned by the large Marks dock rather too close to the government dock in 1873 and from this dock in 1876 the steamer [illegible] took on 35,000 bushels, the pioneer shipment of wheat from the west. She was loaded by means of push carts.

The next important dock was what is termed No. 5 dock at the foot of Manitou street. This dock is now being acquired from the C. N. R. by the city as a city dock.

About the same time the L. & D. & M. Co. built the next dock a short distance to the south of No. 5. This was followed by the Clergue dock at the foot of Lincoln street, the Smith & Mitchell dock at the foot of Park street and the uncompleted Davis dock at the foot of Pearl street, with their various additions and improvements at various times.

We next have the extensive docks built in 1884 by the C. N. R. in connection with their coal handling and blast furnace plants.

Other docks were built in connection with the following grain elevators, the principal of which is the immense C. N. R. elevator at the foot of Bay street, the largest on the continent, with a capacity of 9,500,000 bushels. The Thunder Bay elevator opposite the O'Brien addition and near the south end thereof, the Dominion Government terminal elevator, the Dominion grain commission having selected that place after many tests as the most suitable site for a National Terminal elevator on Thunder Bay, and alongside of this was built the Davidson & Smith elevator close to the mouth of the McIntyre river. The combined capacity of all these elevators is 15½ million bushels. A floating elevator is one of the present additions which, for unloading damaged wheat from vessels, has proved of much service.

DRYDOCK

A most valuable addition to the harbour is the drydock and ship building plant of the Western Dry Dock and Shipbuilding company at the mouth of Current River, where have been constructed and launched the large passenger steamer Noronic and the largest freighter on the Great Lakes, the Glenn L. [illegible], besides numerous other vessels as well as extensive repairs to many disabled craft.

This plant is fully equipped with all modern appliances for the erection or repair of vessels of all kinds in all their various parts.

It has been demonstrated that suitable icebreakers can, if ever advisable, keep open a channel to our inner harbor through the severest winter, the Whalen and Horne finding no difficulty during any part of the winter, but it seems credible that winter navigation of Lake Superior will ever be attempted after seeing a late arrival coated with many tons of glare ice having been detained for many hours, possibly with a blinding snow storm, in [illegible] the dock. An ice depth of 52 inches has been recorded. The Great Lakes Dredging Co. and their extensive wrecking outfit with "wireless" are most important adjuncts to our harbour. The fish hatchery is a point of interest.

The meteorological storm signal station also the government wireless station play an important part in the "safety first" aids to navigation. The first outfit of this kind at Port Arthur in the earliest days was a bell near the Marks dock, procured chiefly through the instrumentality of the late Fred Jones, at one time postmaster; it was used as a fog signal and to proclaim such an important fact as the arrival of the "first boat" (on which numerous bets were to be decided), from the east in the spring after being isolated for months from the outside world. As many as 80 vessels have taken shelter inside of Thunder Cape after the warning was given that an unusual storm might be expected outside, the scene at night from the hillside being novel and attractive, resembling a floating city.

The Royal Arthur Sailors Institute near the Canadian Northern railway station, a fine structure, attends to the [illegible] to take in those who brave the perils of the deep, a very hazardous calling indeed, in the late fall and winter, when gales and ice [illegible] to be encountered. Every precaution is taken by the Dominion government in establishing lighthouses, fog horns, gas buoys, range lights, etc., to render the approach to and exit from the harbours as safe and speedy as possible. By one of the provisions of legislation dated April [illegible], 1910, the eastern limit of Port Arthur is placed a little over two [illegible] miles east of the shore line at the foot of Arthur street and the assigned frontage length is over [illegible] miles, one mile of frontage being occupied by the Canadian Pacific railway company for terminal purposes and here besides the docks and "Loop the" [illegible] the Pigeon River Lumber company have extensive lumber mills and booming grounds. Further east two miles and the fronting [illegible] are the property of the city of Port Arthur and to the south [illegible] three miles are controlled by the Canadian Northern railway and allied interests. The remaining [illegible] miles of frontage having various owners. With reference to the possible future dockage developments

it may be stated that taking five hundred (500) feet as a generous estimate of the width of a single dock and slip to accommodate the largest class of vessels, anticipated for many years ahead, over twenty five miles of dock front can be made available in Port Arthur with of course unlimited extension farther down the shore, where no doubt such enterprises as the projected steel and other industries will be located outside the city limits to escape the burden of taxation.

A glance at the splendid plan compiled by the local staff of the department of public works shows clearly the very satisfactory condition of our harbour and its excellent progress in the past few years. All improvements to this national harbour are now of a substantial and extensive nature providing for the great commercial prosperity anticipated in the years to come. The approaching steamers now enter a spacious inner harbour and at the new docks have every facility to discharge cargoes and take in the products of the west with record rapidity.

The "Front Door" of our city presents a striking appearance. The two terminal railway stations, the extensive C. N. R. Prince Arthur hotel, with its handsome terraces, the magnificent Whalen skyscraper (the finest modern office building between Toronto and Winnipeg) and the new large Dominion Customs House in which are located the various Dominion government district officials, indicate the substantial and artistic developments at the "Gateway" to the Golden West and in the headquarters of the Board of Trade—the "Publicity Pagoda"—in the immediate vicinity of the railway stations and passenger boat docks, will always be found in summer an able and eager exponent of this district's attractions both commercially and as a summer resort.

In conclusion I beg to express my appreciation of the valuable assistance afforded me in the compilation of this paper by our worthy President who has most valuable written personal records of the early days, also Mr. H. Y. Harcourt, the [illegible] O'Connor, long intimately connected with our shipping interests and Mr. Wm. Young, the latter of whom has had a hand in almost every dock and harbour improvement in our city.

HIST. SOC.

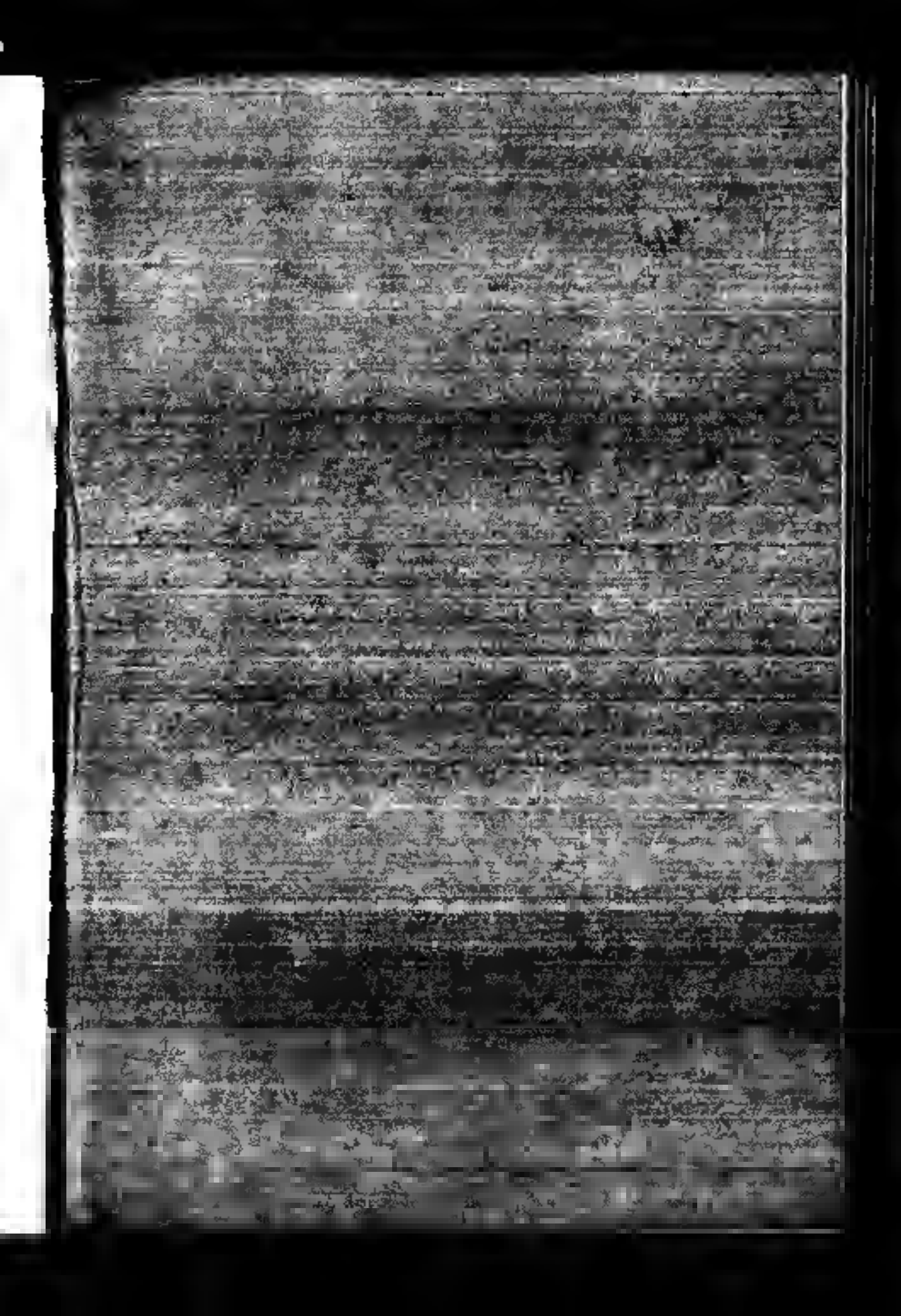
PAPERS
& REPORTS

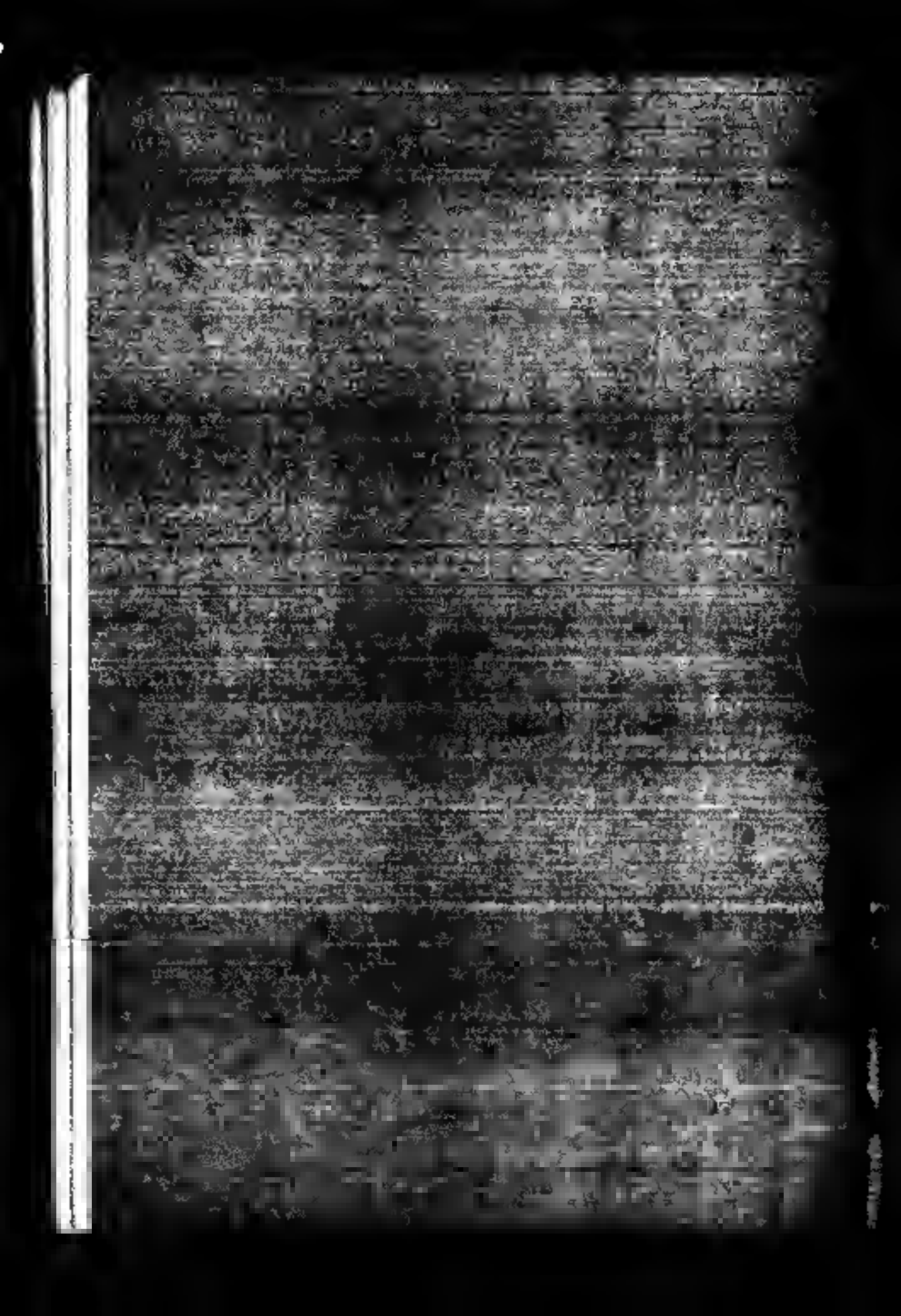
I - II

1906 - 08

5545
T5T5
1908/09
1910 2

UNIV. OF
TORONTO
LIBRARY





The Thunder Bay Historical Society

Sixth Annual Report

LIBRARY
UNIVERSITY OF TORONTO

PAPERS OF 1915

The Thunder Bay Historical Society

Sixth Annual Report

PAPERS OF 1915

The Thunder Bay Historical Society

Officers

Patron	Mayor S C. Young
President	Mr Peter McKellar
1st Vice President	Mr J J Wells
2nd Vice President	Mr A L. Russell
Secretary Treasurer	Miss M J L BLACK

Executive Committee

Dr Oliver	Miss Stafford
Miss Belle Dobie	Mr W J Hamilton

Auditors

Mesdames Geo. A Grahams, F C Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR Esq.

To the Officers and Members of the Thunder Bay Historical Society

Another year has passed by since our last annual meeting a year that is unique in the history of the world. Civilization is divided about half and half against each other There are millions of men employed on each side bent on the destruction of their opponents by the use of the most deadly weapons of war devised by man Their operations are being carried on in air on land and sea, and under the sea

Considering the great advancement made by the human race within the last one hundred years, in christianity intelligence and science it does appear the reverse of the general order of things and a going towards heathendom instead of christendom

It will be seen by the last year's Annual that the Fur Traders Tablet was under contract when the great European war broke out. The contract was stopped It being considered wise not to try to raise the necessary cost until after the close of the war In the meantime Mr Gladstone is engaged in cutting ten lettering on the stone. He has one side finished and the other partly done.

We are now engaged in an important work in connection with the Historic Landmarks Association of Canada. In the beginning of October I received a letter from the president, Mr Pemberton Smith asking for the historic landmarks in the Thunder Bay District as they wanted to have them incorporated in the first series of the Directory the Society is preparing for publication At the October meeting our Society appointed Mr A. L. Russell, D L S, with me on the committee to attend to the landmarks We have now selected about thirty sites, many of which are worthy We are now preparing the necessary explanatory notes to forward along with the list of sites to the secretary Mrs J B Simpson Ottawa

The papers herein will speak for themselves In conclusion I beg to thank the officers and members of the Society for their valuable assistance

Secretary's Report

MISS M J L BLACK

Fort William, Nov 26 1915.

To the Chairman and Members of the Thunder Bay Historical Society

Ladies and Gentlemen,—

I have the honor to present the following report as Secretary of our Society

During the year there have been held five regular meetings and one special meeting of the Executive It is hardly necessary for me to add that the meetings have always been most enjoyable. The papers given brought out much valuable historic material But as they are appearing in full, it is hardly necessary for me to make any comment on them. One's only regret in connection with our meetings is that we are unable to take a record of the discussions which follow the papers for they often prove quite as enjoyable as the original address

This year we affiliated with the Historical Landmarks Association and have already organized a committee to co-operate with them in their work.

The correspondence has not been extensive, and has almost all taken the form of requests for our publications

We have a paid up membership of twelve, while three outsiders have also contributed to our funds for the tablet.

All of which is respectfully submitted

M. J. L. BLACK

TREASURER'S REPORT

Treasurer's Report.

RECEIPTS

1914.		
Nov 27	—Balance in bank	$224 20
Nov 27	—Fees Mrs. Graham D McKellar E B. Oliver Oliver Mr and Mrs. Russell, Mr and Mrs Perry Mr and Mrs P McKellar Miss Stafford Miss Dobie	10.00
Dec 4.	—Donation to tablet (Mrs Plummer)	10.00
1915		
Nov 10.	—Government grant (1915)	100 00
Nov 24	—Donation to tablet (N M W J McKenzie and J D. McKenzie)	20 00
		$364 20

EXPENDITURES

1914		
Nov 30	—Stationary	$ 10 70
1915		
Jan. 27	—D Gladstone (tablet)	100.00
Mch 3	—Printing Accounts and Circulars	122 80
Mch.	—Envelopes	40
Mch. 30	—Membership to Historical Landmarks Asso.	5 00
Mch 30	—Postage	1 00
		$239 90
Nov 26.	—Bal in bank	124 30
		$364.20

Audited and found correct
Nov 26 1915

E McK PERRY
M ROSS GRAHAM Auditors.

The Original Kaministiquia Club

BY PETER McKELLAR

The Kaministiquia Club as formed in 1879, was to all intents and purposes the "Chamber of Commerce or "Board of Trade" of the residents of that period, as well as supplying to some extent the social features for which in those later times the citizens turn to their club of today which though it bears the same name does not pretend to include in its functions the settling of such political questions as those for which the original Club was organized.

This narrative presents actualities which were written up at the time those occurrences took place. To make the matter clear to outsiders, necessary explanations are inserted by the writer who was conversant with the affairs at the time. These are as follows

"Minute Book of the Kaministiquia Club organized Jan 20, 1879

"We the undersigned, believing that a more united effort on the part of the friends of the Kaministiquia is necessary to secure the justice that has long been denied us with this end always in view have joined together under the name of the Kaministiquia Club pledging ourselves to obey all the laws of this Club and do all in our power to advance the interests of Fort William and the Kaministiquia River

1 John McIntyre
2 C. N Black
3. Neil McDougall
4. Wm. C. Kennedy
5 Peter McKellar
6. A. McLaren
7 John McKellar
8 John McKinnon
9 John McLaurin
10 W J Connelly
11 David Smith
12 Sidney Smith
13 James Henderson
14. Fred Perry
15. Donald McKellar
16 Robert Cook
17 Chas. McLennan
18 John W Pritchard
19 A O Connor

Town Plot of Fort William, Jan 20 1879

"At a meeting held in Oliver Davidson & Co's hall on the 20th of Jan., 1879 those were present Mr McIntyre, Peter McKellar John McKellar W L Connelly C. N Black, W C Kennedy Neil McDougall John McKinnon, A. McLaren and John McLaurin.

On motion, John McIntyre was elected Chairman and W C. Kennedy Secretary

The chairman explained that the object for which the meeting was called was to take into consideration the advisability of forming an organization for the purpose of defending the rights of Fort William and the Kaministiquia River against the encroachments of the people of Prince Arthur's Landing As proof of the necessity for immediate action in this matter the secretary was requested to read a notice in the Ontario Gazette of proposed amendments to the Shoreish Act, which, if allowed to become law would be very injurious to the interests of Fort William. The Chairman recommended the reorganization of a Club or Society to watch the interests of the River and act where those interests are endangered

Moved by C N Black and seconded by Peter McKellar that we at once organize a 'Club" to be known as the "Kaministiquia Club"—Carried.

The names of all in the meeting being signed as members of the said club.

It was moved by John McKellar and seconded by John McKinnon that John McIntyre be President of this Club—Carried

moved by John McKinnon seconded by Peter McKellar that C N Black be Vice-President.—Carried.

Moved by John McKinnon, seconded by John McKellar that Neil McDougall be Treasurer.—Carried.

Moved by A. McLaurin, seconded by C. N. Black that W. C. Kennedy be Secretary.—Carried.

Moved by John McKellar, seconded by John McLaurin that the Club meet every Wednesday evening.—Carried.

Moved by C. N. Black, seconded by John McKinnon that a committee of three be composed of Peter McKellar, W. C. Kennedy and the mover, be appointed to draw up Petition, etc.—Carried.

On motion the meeting adjourned."

(Note—Had the amendments referred to in the application of the Shuniah Council to the Provincial Government, asking for the formation of a County in the Thunder Bay District with the County Seat at Prince Arthur's Landing, become law, the Kaministiquia Harbor would practically be doomed to oblivion for many years to come, as thought by the Fort William people. The County Council would control harbors and the Kaministiquia would be under the guidance of Prince Arthur's Landing. The people of Fort William knew well what to expect judging by the articles appearing in the "Sentinel," Port Arthur.)

"Kaministiquia Club Room Wednesday Evening Jan 22nd 1873

A special meeting to receive report of Committee, the Vice-President in the chair

The report of Committee was received and the draft Petition protesting against the proposed amendments to the Shuniah Act was read and adopted.

The names of David Smith Sidney Smith James Henderson and Alex. Spotter were added to the Club.

After which the meeting adjourned.

W C KENNEDY Secy

Kaministiquia Club Room, Wednesday Jan. 29th, 1873

The President in the chair

The minutes of meeting on January 20th and special meeting Jan 22nd, read and approved.

The names of D McKellar Fred Perry Thomas Freeman and Robert Cook were added to the roll as members of the Club

After considerable discussion on the best means of making the Club a success, it was moved by John McKellar, seconded by C. N. Black, that the entrance fee for each member be 50c. —Carried.

Moved by John McKellar, seconded by John McKinnon, that the monthly dues be 10c each member, to be paid at the first meeting after the 15th of each month.—Carried."

(The Petition already referred to was for the purpose of stopping the proposed amendments to the Shuniah Act from becoming law, at the approaching session of the Provincial Parliament. It reached Mr. Adam Oliver, ex-M.P.P., the Fort William representative, just in time to accomplish the work intended. Another day would have been too late. I may say that this petition was unique in a way and created much interest and comment at the time. It was a scroll of paper probably ten feet in length, headed with a descriptive petition, and hundreds of names supposed to include every man, woman and child in the Kaministiquia locality inscribed thereon.

Our Society having secured the publication of the Port Arthur "Sentinel" by kindness of Miss Annie Woodside, I thought I would look over those items in the book volumes of that year, as I had read the account in the "Sentinel" at the time of publication. I took the bound volumes 1872-3 and after perusing them could find no article referring to the matters not even, to a meeting of the Shuniah Council at which these matters were touched upon. I was dumbfounded as I now had read the articles in the "Sentinel." I then concluded that some issues must have been left out. I went through one volume and found that out of the 52 weekly issues 13 were missing. Probably the papers with the interesting articles would be passed around to friends and lost. I mention this so that others may be on their guard in looking up important matters.)

Moved by Thomas Freeman seconded by D McKellar that the Secretary be empowered to procure minute book and stationery for this Club. —Carried

Moved by A. McLaurin seconded by James Henderson, that P McKellar C N Black and W C Kennedy be a committee to secure rooms suitable for meetings, also lamp and what furniture may be required —Carried.

Moved by D Smith seconded by James Henderson, that the Treasurer pay out no money unless by vote of club and only on order signed by the President and Secretary —Carried

Moved and seconded that meeting be adjourned —Carried

W C. KENNEDY Secy

—Kamlnistiquia Club Room Feb ruary 5th 1879

The President in the chair

Minutes of last meeting read and approved The names of Chas. Mc Leanan added to the Club

A letter from the Hon A. Crooks re school matters was read and discussed.

Moved by C. N Black, seconded by A. McLaren that the letter from the Minister of Education be laid on the table until more definite news is received

A telegram from McMichael Hawkins & Co. in regard to annealing of Conacitore was read

Moved by C N Black and seconded by James Henderson that as this is a matter which began before the formation of the club therefore this club is not responsible or in duty bound to pay for any telegrams relating thereto—but that a special collection be taken up to pay for the said telegram —Carried.

A collection was taken up and the full amount required raised at once.

Alex Spotter and Thos. Freeman wished to have their names erased from the Roll, which the Secretary took the liberty of doing

On motion the meeting adjourned.

Kamlnistiquia Club Room, February 12th 1879

The Vice-President in the chair

Minutes of last meeting read and approved

Letter from E Ingalls re school trustees of second section No. 1 in regard to school matters was read and died

Moved by A. McLaren seconded by J Henderson that A O Connor and John McLaughlin be added to the executive committee —Carried

Moved by John McKellar seconded by R Cook that the Secretary draft a circular to be sent to property holders on the River asking their assistance to our club —Carried.

The meeting adjourned.

W C KENNEDY Secy

"Kamlnistiquia Club Room Feb ruary 19th 1879

The Vice-President in the chair

Minutes of last meeting read and approved

The Secretary read draft of circular which was adopted

The Vice-President was asked to send the circular to Joseph Davidson and have 200 copies printed.

Moved by A O'Connor seconded by S Smith, that we send for copies of Grip and the New York Clipper

Meeting adjourned

W C KENNEDY Secy

Kamlnistiquia Club Room Feb ruary 26th 1879

Only a few members present. No business transacted owing to the absence of the leading members

Friendly discussion after which the meeting closed.

Signed A. O'CONNOR,
Secy pro-tem

"Kamlnistiquia Club Room March 1879.

Minutes of last meeting read and adopted.

Moved by C N Black and seconded by D. Smith that W McDougall be admitted as a member of the Club.—Carried

Moved by A. McLaren, seconded by D. Smith that A Stephenson be admitted a member of this Club.—Carried

Moved by A. McLaren, seconded by John McKinnon that a telegram be sent to Emerson International giving local notes.—Carried.

Meeting adjourned.

W C KENNEDY Secy

In 1907 twenty eight years later the Club was resuscitated and charged with the usual social club functions and has been in a flourishing ever since

A. L. RUSSELL D. L. S.

Fort William in the Middle of the XIX Century

BY A. L. RUSSELL, D.L.S.

In 1883 when the enlargement of the Canadian Pacific railway terminals necessitated the dismantling of the historic old Hudson's Bay Co.'s buildings which prior to 1803 had been called Fort Kaministiquia and subsequently Fort William I had the good fortune to obtain several souvenirs of that once famous trading post at the gateway to what was then fittingly termed "The Great Lone Land" over which the "Gentlemen and Traders of the H. B. C.—shall I say "Here Before Christ" Co. exercised a beneficent and unlimited control.

The faithful old caretaker of the company Mr Richards—kindly offered me every facility to indulge my craving and I carried off as prizes one manuscript journal one long antiquated flint lock gun one tin life preserver besides other minor articles all of which I subsequently handed over to Mr (now Dr.) C N Bell, then secretary of the Manitoba Historical Society—a well known authority on Hudson's Bay Co matters.

There were several other diaries which I had not the nerve to take which I trust eventually reached headquarters and I hope eventually our Society may become possessed of them as the information they contain relates to the actual local historical facts as they occurred and extended over many years.

The writer of the Diary which forms the basis of this evening's paper—Mr John McKenzie—was evidently an intelligent and faithful recorder as well as excellent penman. This volume was restored to me by Dr Bell and covers the period from 17th July 1845 when Mr McKenzie returned to his post after an absence to the 20th February 1847. The appearance of Fort William or rather Fort Kaministiquia as it was then called is well depicted in the copy of an oil painting in the possession of the family of the late Dr Van Cortland of Ottawa. This was on the 15th June, 1805 immediately after its completion—it was four years in building—and gives one an idea of the fortified nature of the establishment surrounded by a stockade 15 feet in height when it was the rendezvous of the proud and spirited North West company. Some records aver it was first christened Fort William in honour of William McGillivray a couple of years later 1807. Captain Palliser R. E. in 1857 refers to the large dwelling house, the dining room of which it is elsewhere recorded could seat 200 people—lying parallel to the Kaministiquia river and flanked by two storehouses the western one being of stone, at right angles thereto and surrounded by a picket fence 6 feet in height.

My second view gives its appearance in 1878 and is from a photograph taken from the west or south bank of the river. Caretaker Richards is exhibited having in charge a party of tourists. This view is kindly loaned me by Mrs. Sherk and shows the location of the old buildings after the stockade had been removed.

The River Kaministiquia appears to have had more spellings than it has bends. Investigation reveals that the undermentioned celebrities are credited as follows

1670 Duluth—Caministigoyan

1728 Verandraye—Gamonistiguoya

Camistiquia, Comenistiqueia.

1743. De L'Isles Maps—Kamanistiquoya or 3 Rivers.

1805 Vancortland painting—Kaministiguia.

1847 Colonel Crofton—Kamenistiquia

1848 T G Anderson S I A.—Kamme-na-ta-na-young

1850 The Robinson Treaty—Kimintaquia

1857 S J Dawson C E.—Kaministaquia

1857 Captain Palliser R. E.—Kamistiquich.

1860 Professor H. Y. Hind—Kaministiquia

1870 R. J. Pither Indian agent—Kah-mah-nah-tick-quiach or the River that runs far about.

Sir A. McKenzie—Caministiquia.

Petitot—Kaministikweya or Wide R.

Hermon—Kamenistiquia

Malhiot—Kamanaitiqueya.

Keating—Kamagatchwoya

Henry Thompson—Wandering as Dog River.

U S. Charts—Kamistiquia

U S Charts—Kamistiqua.

Sir John Richardson—Kamanistikweya

In 1902 the Geographic Board of Canada fixed it for all time as Kaministikwia. This is the correct official spelling and in 1903 your humble servant compiled the first detailed plan of Fort William and Port Arthur with this approved spelling which came as a surprise to the Fort William council who were unaware of the arbitrary official change.

Extracts from entries in Journal 1845 17 July The first entry presents a striking contrast to the present magnificent deep water harbour and reads as follows

"This morning the Schooner Whitefish dropped down into the Lake there not being sufficient water on the bar to admit of her being loaded in the river The boats were afterwards sent off with the fish and other cargo in her were sent down to Michipicoten Mr Begg who had been in charge in my absence Michel Collin, assisted by John Finlayson preparing the wood for five additional North Canoes.

The building of Birch Bark Canoes referred to in our first entry was evidently an important industry The smallest or 2 man canoe could only be handled with safety by experts while the imposing and capacious "North" or "Montreal" 5 fathom (30 feet) canoes are credited with carrying cargoes of over 10,000 lbs. composed usually of about 8,000 lbs package freight, 1,500 lbs. provisions and liquors and at times 10 or 14 of a crew, to say nothing of an odd passenger or two. The ordinary Inland canoe which was in use between Lake Superior and Red River was built to carry about 2,000 lbs. and a crew of 4 or 5 men—the trip usually occupying about thirty days The large North canoes were used in forwarding supplies and until from Montreal to Fort William with return cargoes of furs and had to brave the dangers of Lake Superior

On one of these trips it is recorded that the Bishop of Montreal left La Chine on the 10th May 1844 in a large canoe manned by eight French Canadians and six Iroquois Indians he ascended the Ottawa to where the Matawin joins it. He then passed from this through La Petite Riviere and some small lakes traversing the high lands until he reached Lake Nipissing, and having crossed it descended the whole length of French River into Lake Huron—440 miles from Montreal Coasting up the northern shore of this lake about 220 miles further he came to Sault Ste. Marie and crossing over passed into Lake Superior and along the north shore about 200 miles until Fort William was reached This trip usually occupied 30 to 40 days. You will notice that the main transportation to the North West, from Montreal followed the route of the proposed Georgian Bay canal the early construction of which with British capital, foreshadows a still greater impetus to our twin harbours at the Gateway of the West.

July 16.—This entry refers to the important fishing industry and reads as follows. "Vezina has sent all with four nets and nine lines, which in consequence of not getting but few fish in the river he is to set in the Bay Captain Palliser R. E. on landing at Fort William in 1857 stated that the fish diet was the chief support and that it actually tainted the atmosphere" where the 200 Chippewas and a few Pagan Indians were camped

July 18 The entry reads Collin and Finlayson went up the river in the expectation of getting some sturgeon and returned with only 2"

Apart from the river the principal fishing stations appear to have been at Shaganash and Thunder Point, others being at Welcome Islands and the "Fatties" which I take to be the

Pate or Pie Island and lastly a brief reference is made to our maligned Current River which yield only 2 trout — "The rocky bed of the stream not being favorable to seining operations The principal hauls recorded are 100 bbls and 31 half bbls. of trout and whitefish from Shaginah 29 bbls, trout and 31½ whitefish from Thunder Point and 600 whitefish which were caught with the seine in the river

Fishing returns recorded for about 6 months—from August 6 to 31 December show the total fish caught as follows

640 whitefish
4 sturgeon,
31 trout
908 dore and carp

Total 1607 fish.

The game taken during 1847 was
94 ducks
67 rabbits
20 partridges

This must be in addition to the fish and game secured by Indians and others not attached to the Hudson's Bay post, more especially rabbits as I find Mr J F Gaudet—one of the staff of S. J Dawson C E.—reporting that one of his Indians had trapped by December 23rd no less than 500 rabbits and by boiling with some lard made an acceptable variety of Pemmican

July 30th "7 a m A canoe with 2 priests and 2 a une arrived from Montreal having left the former place on 6th. June. They resumed their journey at 2 p m and by them I forwarded letters to Lac la Pluie (Rainy Lake) and Red River This trip occupied 40 days and a search through other records makes it evident that the two priests were Father Aubert, O M I and Neyies Alex A Tache the latter of whom subsequently rose to Eminence in Red River

Aug 10 reported a heavy and dense smoke was carried down by the north west wind arising it is supposed from a fire made by the Voyageurs to the interior

Aug. 16 "Dr Rae arrived from Michipicoten in a canoe with 6 men, which place he left on the 12th inst leaving on the following day in a new canoe with 6 men" This is the Dr Rae who found traces of the lost Sir John Franklin party thereby securing the offered reward of £10 000

Aug 21 "The Barge with our annual outfit arrived from Michipicoten everything in good order

Aug 27 The Indians receive their winter supplies and take their departure"

Sept. 1 "Four North canoes arrived"

Extracts from Diary of Visiting Indian Superintendent Thos [illegible] Anderson of Cobourg Ont advising Indians of Lake Superior region re proposed treaty at 1846 officially known as the Robinson treaty 1849

Sept. 10 At Sault Ste Marie. Rose at 6 a m observed four sailing vessels and one propellor besides the Napoleon in harbour—the latter having anchored during the night with 700 tons copper on board from Ontonagan River This mine paid last year 60 per cent on the stock paid in and this year expects to pay about 100 per cent Weighed anchor about half past 7—could not start sooner because of the fog This vessel has been an old sailor but was converted into a propellor and goes about 9 to 12 knots an hour Her cargo is mostly in the hold below water mark and her captain's name is Clark the person who married the beautiful Miss Prior At 8 assembled to breakfast when all the cabin passengers met, among whom are seven ladies (so called?) and their children Capt Ermatinger and his uncle—Caw-la-wi-w-de-ine (or rather Maun Keeil) Mr Raleigh American topographical surveyor Mr Vidal Mr Somerville and myself, besides several Germans and Yankees going to the mines and ten or 15 passengers.

Sept. 24 Rose at 5 got breakfast and started at 7 The morning was fine and passing along high mountains—some 1 000 feet high —and at one o clock arrived at Fort William. Mr McKenzie in charge of the establishment, who received us most cordially We dined and tea-ed with him and at 10 went to bed in our tent. Gave some pork flour and tobacco to the Indians and invited them to meet us at 10 o clock in a room kindly appropriated by Mr McKenzie for the purpose

FRONT VIEW OF FORT KAMINISTIQUIA, NORTH WEST COMPANY. JUNE 16, 1108
From the Original Oil Painting (In Vanderlindt's Collection), Ottawa

Sept 2d Up and dressed by times —breakfasted at 6 and shortly after the Indians began to assemble, about 30 were all that could be mustered They were accompanied by a Jesuit priest named Pilmesalt.

Kaw-wa-a-ta-wa young in the Indian name for River on which Fort William is built and is situated within a mile of its entrance to Thunder Bay At its mouth a bar runs across so as to prevent vessels coming nearer than a mile from the Fort. There are other entrances to the River which unite and form one stream about 3 miles from the Lake The falls commence about 20 miles from the entrance.

The Fort is composed of picketted fence enclosing about an acre of ground within which are the various stores (one of stone) dwellings and outhouse but mostly in a state of decay except that occupied by Mr McKenzie which is very comfortable, At the distance of about 500 yards is a well built block house of wood for defence in the contentions between Lord Selkirk and North West Company Mrs McKenzie dined with us She is a very nice lady from Montreal Mr McKenzie is, like all other Indian traders of the Hudsons Bay Co very hospitable. We lived at his table on all good things of the season—washing the eatables down with well-filled flagons of wine and brandy He offered us beds but we preferred our leaf whine was pitched in the middle of his beautiful green lawn we however accepted a spacious room in which to hold our consultation with the Indians. The scenery about Fort William is very beautiful. The placid stream in front of the dwelling unceasingly carrying the waters from its source hundreds of miles above us through the Great Lakes to the sea—the wild fowl paddling and winging their way from the dread shot of their enemy man—the tormentor of all living beings even himself inclusive—the thousands of Golden Plover sporting in hurried steps along the beach—the snipe, as if wearied of carrying their highly flavored bodies by distant flight are masked at short distances from the heedless savage treat and would be sport indeed for the less relenting English sportsmans gun and now and then the up stream bound finny tribe, as they pass along as if mindful of the fishing man's abode pop up their crimsoned eye to see whether the deadly spear is raised to shed the blood of innocence and sock their harmless days.

The dark tinted aborigines luxuriating in all the filth waste and misery which infolent and impotent parentage could for ages bestow are objects that cannot fail to rouse the mind of those unaccustomed with such scenes to deep and profitable reflection Then in the distance you see the mountains on all sides rising 1 000 feet above your head—these are the resort of hares and winged fowls, for no one else but crafty man can reach their summit and were not Divine Wisdom the Creator can might be disposed to say they were made for no purpose. Ice this morning half an inch thick

Sept 4 Made an early start, the wind partly ahead and partly off land We only made 26 miles and at 6 reached LaRondes in charge of the Fur Trading station or Post. Mr LaRondes received us very kindly—took us to his house where we had a good supper and a good night lodging—besides gaining much information on the subject of our mission Among other things he informs us that the Nepigon Indians almost to a man have a plurality of wives and some to the number of seven The man we met yesterday had three viz old woman her daughter by a former husband and again a daughter of the second wife by another father

Mr LaRonde further informs me on this subject that parents refusing to give their daughters in marriage are almost certain of being murdered by the party applying Murders for other trifling causes are not infrequent among those Indians—surely no pains should be spared to civilize them.

Sept. 5 Left Mr LaRondes at quarter before 8 and much after were enabled to stretch our sail to a side-wind arriving at the Sault, got the sad and melancholy news of Dear Doctor Darling's death at Penetanguishene We got lodgings and a house in which to receive our Indians on Monday from Mr McTavish but my anxiety to see Gusty little soul and hear the particulars of Dr Darling's

death induced me to proceed immediately to Mr. Wilson's. Very kindly received by Miss March, Mr. W not at home. Miss M. kindly got tea but I had scarcely time to take a cup when Peter Bell, who has now become a good boy called to say he was on his way to Garden River so I embarked with him.

The last page of the diary reads as follows:

During the foregoing journey without one dollar in money to pay my expenses, or a plug of tobacco to give the tribes a smoke, I succeeded in getting the Indians to cede all their land to the Crown from Penetanguishene, Lang Lake, Huron and Lake Superior and back to Nipegon, without the slightest reserve because they had full confidence in me and did not doubt but that the government would deal honestly with them. Next spring the Hon. W. B. Robinson was sent up with boxes of American silver to obtain the signature of the tribes without extending to me the common courtesy. My being directed to accompany him would have convinced the Indians of my truthfulness to them.

Note by A. L. R.—Commissioner Robinson in official report of (see) officially acknowledged the valuable assistance of Mr. Anderson. Mr. Anderson died 16 Feb 1875. The foregoing notes are copied by kind permission of Mrs. Geo. Inside of Port Arthur, who holds copy taken by her son Wrale from the original document.

Fort William's Early Newspapers

BY F McKELLAR

Two years after the "Day Book" was closed the people of Fort William started to look up another Paper. As will be seen by the following minutes as recorded in the old minute book of meetings

"Town P ot, March 16th, 1880.

A meeting was called to organize a newspaper in Town Plot of Fort William.

Mr E Ingalls was appointed chairman and A. A. Arnot, secretary

Moved by F L. Knappen seconded by C. N Black, that a subscription list be opened and a committee of three be appointed to circulate it, and see what can be obtained for the support of a newspaper for the coming year in the shape of bonus or patronage

The chairman appointed a committee consisting of C. N Black and F L. Knappen. Meeting adjourned to meet in a week

The subscription list read

"On demand I promise to pay the sum set opposite my name as a bonus towards the support of a weekly newspaper to be published in Fort William Should the paper be started by stock this to be null and void —

Sidney Smith	$ 0.00
C N Black	10.00
F L. Knappen	15.00
Geo. A. Graham	15.00
McKellar Bros	10.00
Thomas Freeman	5.00
Donald Morrison	5.00
A. McLaren	10 00
H Kennedy	2 00
	$72.00

The advertisement subscription form subscribed to was as follows

"On demand I promise to pay the sum set opposite my name for promoting for the year beginning with June 1880, should a paper be started in Fort William by that time

Sidney Smith	$ 5.00
C N Black	20.00
J Stevenson by leave	20.00
John Curren by leave	10.00
Smith & Mitchell	5.00
A. C Crawford	2 00
N McDougall (Tel. Co.)	00 00
N McDougall (private)	2 00
Charles Baker	2 00
E Ingalls	30.00
F L. Knappen	10.00
John McLaurin	10 00
Clark B. Brock	10.00
Frank Moberly	6.00
Thos S. T Smellie	6.00
Richard McNab	2.00
Geo Graham	25.00
Jno H Bartle & Co	10.00
McKellar Bros.	10.00
Donain Morrison	1.00
Thomas Freeman	2 00
A McLaren	10 00
A D Dunnidy	5.00
Samuel Hayward	2.00
H Kennedy	5.00
W Pritchard	5.00
	$263.50

Stock subscription —

On demand I promise to take stock in a newspaper to be started and published in Fort William during the year 1880, one half to be paid when called for the balance in one year after to the amount set opposite my name"

Sidney Smith	$15.00
C N Black	30.00
A. Stevenson by leave	10 00
A. C. Crawford	15.00
N McDougall	15.00
Charles Baker	2.00
E. Ingalls	20.00
McKellar Bros	40.00
Thomas Freeman	0 00
A McLaren	20 00
Chas. J McLennan	0 00
W Pritchard	0.00
	$182.00

"Town Plot, March 23 1880

A meeting held in the school house this evening for the purpose of starting a newspaper

C. N Black was appointed chairman and F McKellar secretary

A long discussion took place as to the best mode of procedure, as to whether to purchase a press or to offer a bonus.

Moved by F L Knappen seconded by G A Graham that a new subscription list be opened, one each for each party and empower the committee to act as they please in the matter

The motion lost.

Moved by A McKellar seconded by A. McLaren, that the former committee (that is) C N Black, G. A. Graham, and F L Knappen be continued and authorized to advertise in the Toronto papers, and consult parties there, and when ready call a meeting of the people. Carried.

The meeting adjourned.

C. N BLACK,
Chairman.

P McKELLAR,
Secretary

Copy of letter written to J Davidson, Toronto and P J Brown, Ingersoll, Ont.

Dear Sir —

By request of Mr Davidson and others to Mr C N Black during his recent trip below a meeting of the citizens has been held here, the object being the starting of a newspaper and we were appointed a committee to correspond with you and others relative to the matter We forward by this mail advertisements to be inserted in the Mail and Globe asking correspondence with newspaper men desirous of starting a paper in a new town The people here are subscribing to two methods of starting a paper—one by bonus and one by taking stock in the paper We are laboring under great disadvantages, from having so few amongst us who have means, and less who are interested in real estate. It is the unanimous opinion here that unless interested parties below viz yourself, J J Vickers, Jas Leys P J Brown, Wells and any others you may know, subscribe liberally to this enterprise, it will be impossible for us to raise a sufficient amount to induce any person to locate here For our interests we have already subscribed as follows $100.00 as a bonus $250.00 for patronage, $200.00 for stock. The patronage can be applied with either stock or bonus in estimating the amount required. We have concluded that it will be necessary to raise at least $1000.00 to start a paper under either method and that we must look to parties below for at least one-half the amount, viz. $500.00. Now if you will take immediate steps in this matter by informing us the amount which can be raised (guaranteed) in Toronto and below we will use every endeavor to push the enterprise forward and in the near future have a newspaper running here which is so much needed to advocate the interests of Fort William Open your hearts produce liberally and the people here will heartily respond Hoping for an immediate reply

Very truly
COMMITTEE

Town Plot, Fort William, May 2, 1880.

At a meeting called by the newspaper committee at 8 o'clock this evening a large number were present. Mr P T Oraffe who offers to run the paper was here.

Mr E Ingalls was appointed chairman and P McKellar secretary

Mr P T Graffe offered to run a paper for three years by getting a bonus of $900.00 $500.00 down and the balance of $400.00 at the end of a year

Moved by Mr Black, seconded by Mr Knappen, that the subscription list be opened—headed A bonus to run the paper for three years Carried

We the undersigned, agree to pay the sums opposite our names as a bonus to a newspaper man that will run a good paper in Fort William for three years from date of publication

F L. Knappen	$25.00
E Ingalls	25.00
C. N Black	25.00
S S Smith	10.00
N MacDougall	10.00
McKellar Bros	25.00
Thomas Freeman	10.00
A. McLaren	10.00
Donald Morrison	5.00
Chas Baker	5.00
G A Graham (per F C F)	25.00
John Lundberg	5.00
A. C Crawford	25.00
D. Morrison	5.00
Mac C J O Connor	10.00
W Wiggans	10.00
John McLaurin	10.00

Moved by Mr C N Black and seconded by Mr F L. Knappen, that a committee consisting of F L. Knappen N MacDougall and J McKellar be appointed to go around Fort and at Prince Arthur Landing with the above mentioned petition list.

The adjournment moved to Monday next, 8 o'clock p. m Carried

F McKELLAR,
Secretary

A meeting in pursuance of above mentioned adjourned meeting held this evening at 8 o'clock p m May 21 1891 Mr E Ingalls chairman, F McKellar secretary

The subscription list was handed to the chairman, which showed an amount of $327.00 subscribed here

Moved by F L. Knappen and seconded by ———————— that A McLaren John McLaurin and E Ingalls be appointed a committee to telegraph the Toronto parties, and in the event of a favorable reply to collect the money subscribed, and proceed to act in the matter as they think best.

Moved in amendment by A. McLaren and seconded by J McLaurin that the former committee does act with the addition to the number of Mr John McLaurin. Carried

F McKELLAR,
Secretary

Telegram sent F J Brown —

Newspaper men here have raised three hundred dollars Can I proceed unless you raise two hundred and fifty in Toronto. Guarantees to run three years

N McDOUGALL,
for Committee.

May 11th 1889.

A meeting held in the Ontario House, Fort William, Monday evening, December 9th 1889 for the purpose of making further arrangements regarding the plant of the Herald newspaper and arrangements connected therewith.

The following persons were present. John McKellar C N Black, Edmund Ingalls G. A. Graham, John McLaurin N MacDougall, Sidney Smith A C Crawford

John McKellar was elected chairman.

N MacDougall was elected secretary (pro tem.)

Moved by Geo A. Graham seconded by John McLaurin, that Messrs. Black and Knappen be authorized to correspond with Messrs Gwathin & Son, Toronto to ascertain the best arrangements that can be made regarding the further payment of money due Gwatkin & Son for the press and outfit and giving them a chattel mortgage on the same Carried

Moved and seconded that Mr Geo A Graham N MacDougall Sidney Smith and John McLaurin be hereby authorized to examine the affairs and books connected with the Herald office Carried

Moved and seconded that the committee on examination of the books do report at a meeting to be held at the above mentioned place one week from tonight (12th Dec.) Carried.

The meeting adjourned till Monday night Dec. 12th

JOHN McKELLAR,
Chairman
N MACDOUGALL,
Secretary

An adjourned meeting (of the 6th Dec.) held in the Herald office Monday evening Dec. 12th. 1889

The following gentlemen were present C N Black F L. Knappen A. C Crawford N MacDougall Sidney Smith T Freemantle and F T Graffe.

E. Ingalls was elected chairman.

N MacDougall was elected secretary

The report of the examination committee was read by N MacDougall, which showed a satisfactory standing of the paper Moved and seconded that the committee be discharged. Carried

Moved by Mr Smith and seconded by Mr Crawford that the parties acting for the committee viz., Messrs. Black and Knappen do execute the papers sent from Messrs Gwatkin & Son of Toronto, and in addition take a mortgage from F T Graffe, that he will publish the Herald for the three years agreed upon unless the people fail to meet the balance of the $900 in the latter case the people forfeit any right to the press and F T Graffe be at liberty Carried.

E. INGALLS,
Chairman.

A Brief History of Port Arthur Harbor

BY A. L. RUSSELL, D.L.S.

As transportation is the chief factor in the growth of our space in Dominion and the place of transhipment a most important point our inner harbours situated in the great Inland Sea—Lake Superior—at the center of the direct 4,000 mile route across the continent at the head of ocean navigation and favored by the ample and safe approach afforded by the outer harbour of Thunder Bay will ever remain the unrivaled portals for the continuously increasing lake and ocean traffic from the Orient and as storage outlets for the boundless harvests of the Golden West.

The Royal Commission on Transportation reported as follows "The harbors of Thunder Bay are from their very position of national importance and as such they should be dealt with and in order to properly provide for the future of the ports of Port Arthur and Fort William they should be considered and treated as one harbor and should be laid out on a broad and comprehensive plan taking in all the water from Black Point, north of Port Arthur to the mouth of the Kaministiquia river up that river to the 10 foot line and including the Mission river to deep water in the bay. The Board has memorialized the Dominion Government to place the breakwater shoal to be constructed a thousand feet further out into the lake, and recommended that the harbor inside of it be dredged to a uniform depth of 24 feet. We feel this action on our part was justified from the evolution which has taken place in shipbuilding during the last 20 years. A thousfoot draft of that date is but a toy when compared with the 15 000 ton freighters of today.

The geodetic position of Port Arthur Harbour as determined by Dr. Krotz, assistant director of the Dominion observatory in 1887—the exact spot being where the Publicity Pagoda now stands at the foot of Arthur street is given as latitude 48 degrees, 28 minutes, 01.68 seconds N. and longitude 89 degrees, 12 minutes and 52.81 seconds W. or 5 hours 56 minutes and 51.407 seconds west of Greenwich. The standard Meridian mean solar time being only 2 minutes ahead of Standard time from Port Arthur westward or 57 minutes behind eastern Standard time.

The local magnetic variation is presently 2 degrees east of astronomical north with an annual decrease of 5.2 minutes.

The extensive hydrographic work undertaken by the C. P. R. railway at this point revealed the fact that the hitherto accepted level of Thunder Bay was overestimated by some 18 inches, which was determined by a systematic comparison of the old government guage with the mean of many years simultaneous readings by the U. S. lake survey staff at Duluth, Marquette and elsewhere. The adopted mean level of Lake Superior is 601.36 feet above mean Atlantic tide at New York City.

There is an appreciable tide in Lake Superior and the fluctuations occur only in accordance with the rainfall and occasional prevailing winds. The highest water is hourly in August and September and the lowest in end of February—rising slowly until end of May. The highest recorded reading was 603.83 and the lowest 600.83. The regulating dam at Sault Ste. Marie will however establish greater uniformity in the future.

To Lieut. (late Admiral) Henry W. Bayfield R.N. and his able assistant, Philip H. Collins, Midshipman R.N. acting under instructions from the British government must be accorded the honor in 1823 of undertaking the first hydrographic survey and chart which reliably revealed the great potentialities of the magnificent roadway for vessels existing in Thunder Bay—some 70 a

16 miles in extent—and capable of accommodating in security the navy which today ensures an ultimate victory for the freedom of the Seas.

The harbour area within the city limits is approximately five thousand (5,000) acres or about 7¾ square miles.

Previous to 1859 the American North West and Hudson Bay companies had at least 6 sailing vessels plying to Thunder Bay and elsewhere on Lake Superior. The vessels were from 30 to 100 tons each viz: The Invincible, Otter, Mink, Recovery and Discovery. The Mink was used by Lieut. Bayfield on his survey of Lake Superior.

The first steamer to enter Thunder Bay was the John Palmer in September 1845 with mail and supplies for the Montreal Mining Co. She was built at Buffalo as a sailing vessel—hauled over the portage at the Sault Ste. Marie rapids and converted into a side wheel steamer.

The first British steam boat it is reported was the tug Dart about 1855 navigated by Duncan McEachern late King's of Black Bay. The Broughton was wrecked while en route there in 1857 the Rescue taking her place. The Rescue after making two trips in 1866 was renamed the Prince Arthur and turned into a gunboat. In 1866 the side-wheeler Algoma first sailed, the Racine, was placed on this route, Mr. Wm. Vigars arriving on the first trip.

The first transatlantic steamship was the beautiful but rakish looking iron craft the "Chicora" formerly known during the American war as the Letter B. In 1870 the "Cumberland" was placed in commission and the following formidable list of vessels utilized the harbour (the river at Fort William not being dredged for the larger class of vessels until 1873): viz the steamers Arctic, Union, Brooklyn, Algoma, Wanbuno, Shickluce and Chicora. There were also 6 tugs 2 gunboats and 3 schooners of which more particulars are given hereafter.

The following details re vessels plying to this port are from information vouchsafed by J. J. O'Connor as long intimately connected with vessel interests at this port.

The side-wheel steamer Manitoba began plying on the Sarnia and Thunder Bay route in 1871 in the Beatty Line and ran regularly each season until 1885 when she was driven ashore at Southampton, Lake Huron, and wrecked. She was rescued by the Insurance companies rebuilt at Detroit in 1887 sold to the C. P. Company renamed the Carmona and plied between Owen Sound and Sault Ste. Marie. The Assiniboia, a propeller of 450 tons, ran in connection with the Manitoba in the same line from 1871 to 1876.

In 1874 the Ontario and the Quebec two propellers of 700 tons each were built at Sarnia and entered the Beatty Line the same year, the Ontario being still on the Sarnia and Fort Arthur route. The Quebec sank in the South Ste. Marie river in 1885 in 120 feet of water. She was raised in 1886 rebuilt at Buffalo, renamed F. E. Spinner with American register and traded as a tramp steam barge. The raising of this sunken vessel was the greatest wrecking feat ever done on the great lakes.

The Asia, a propeller of 650 tons burden running in the spring of 1872 as the pioneer boat of the Windsor and Lake Superior Line and was followed the same season by the Sovereign, also a propeller of 450 tons, in the same line, and both continued until the fall of 1879. In 1887 this line amalgamated with the Beatty line and formed the Northwest Transportation Company. The Asia was chartered by the great Northern Transportation Co. of Collingwood in 1882 and in September 1882 was wrecked on Georgian Bay with a loss of 102 lives there being only two survivors. The Frances Smith was another.

The Campana, a twin screw steamship of 1,500 tons built on the Clyde for the South American trade, was brought to London England, in 1881 by the Canada Transit Co., to replace the City of Winnipeg. She was cut in two at Montreal, towed through the St. Lawrence canals, joined together at Port Dalhousie and placed between Collingwood and Port Arthur from 1882 until 1887. In 1886 the first locally owned boat, the Algonquin, built on the Clyde and registered A 1 at Lloyds went into

communication, Thos Marks and Ch helm the owners.

What appears to be the first official police in Thunder Bay was when Henry Gladman—ah ex officer of the Hon The Hudson's Bay Co.—in 1857 was placed in charge of the first "Red River Expedition" with instructions to investigate and report on the best means of communication between Lake Superior and the inviting Red River Region His chief assistants were S. J Dawson, C E and Professor Henry Youle Hind both of whom submitted valuable and interesting data re Lake Superior and our harbours

In 1860 the report relative to the "Exploration of British North America, undertaken by the British government was published and much trustworthy scientific data gathered on this extensive trip from Lake Superior to the Rocky Mountains and west made public This expedition was in charge of Captain Palliser R E assisted by Dr Hector

It was not until 1870 when the Historic Wolseley Military Expedition to Fort Garry comprising south 1400 men with adequate transport (said boats also) and supplies were landed at the 'Depot' or Landing as it was then called that the convenience and safety of Thunder Bay as a harbour was brought prominently into notice An there was no dock available of accommodating the larger craft the landing was effected by means of scows at the small wharf which had been built to 'feed up' the steamer Algoma plying to this point This wharf now forms a portion of the extensive passenger and freight dock of the Canadian Northern railway company near the foot of Arthur street It is shown on the map herewith of the official plan prepared by Captain Dixon of H M 60th Rifles, and proceeded by him to the Corporation Also exhibit a plan prepared by the late S. J Dawson C E then in charge of the Red River route shewing a projected dock, 600 feet in length and the first few detailed soundings along the water front.

Our embryonic city was at this time christened Prince Arthur's Landing by Colonel Wolseley in honor of H R. H the Duke of Connaught our esteemed Governor General, who was then serving with the British forces in Canada.

1871 the requirements of Confederation necessitating the initiation of the preliminary surveys for the tremendous (at that time) undertaking involved in the construction of a purely Canadian and unique railway from the Atlantic to the Pacific brought to the front the rival advantages of Thunder Bay over Nipigon Bay as the terminal harbour on Lake Superior The pros and cons were valiantly maintained by their respective admirers Thunder Bay winning out in the long run

It is interesting to note that the first detailed survey of our twin harbours was made by H K Wickstead, C E at present consulting engineer for the Canadian Northern railway and were still further augmented by our taking further soundings and making a topographic survey of the harbour in the ice.

The first intimation that a breakwater was likely to be built here leaked out when Mr Van Horne, late Sir William then chairman of the Canadian Pacific railway board in consultation with Superintendent of Construction Ross in our office, placed two scales across the front of our harbour plan about half a mile from shore leaving an opening opposite the foot of the Red River Road Shortly after this in 1883 the enterprising citizens of Port Arthur got busy as the saying is and entering into partnership with the Dominion government brought about the commencement of the inner harbour by putting up $25 000 for breakwater purposes Wm Murdoch C E who figured largely in various projects for the betterment of the twin towns being appointed engineer in charge of the work

The first resident engineer to be placed in charge of the twin harbour improvements was the late H Y Temple, C.E in October 1911 an appointment which he held until 1907 when to meet the growing local requirements of each harbour a separate appointment was made for Port William Mr H Y Marcouri C E Mr Temple's assistant, on the death of the former succeeded to the office and relinquished the work to his as-

assistant, Mr J B St. Laurent C. E. in 1915. The call of his country and humanity impelling him to join the staff of the New Ontario 94th battalion then organizing with Port Arthur as headquarters.

Like the locks in the Canadian canals the breakwater although accommodating the vessels then in commission formed an inner harbour of but cramped an area for the dimension of vessels culminate in a national harbour and the ever extending docks projected for the grain trade such as the Grand L Morben built at our local shipyards and having a capacity of over half a million bushels

The breakwater provided by the Royal Commission has been constructed to within 1 500 feet of the south limit of the city and when completed will end within 500 feet of the Kaministiquia channel. The first dredging of the inner harbour was begun in 1877 and will be continued until a uniform depth of 24 feet is completed. Chief Hydrographer Stewart of the Marine and Fisheries department as part of the Canadian Lake and River survey in 1903-4 made a careful detailed hydrograph in and trigonometrical survey of Thunder Bay and vicinity which authoritative work supersedes the date of Admiral Bayfield of 1820 and in conjunction with the U S. Lake Survey charts, furnishes most reliable information to the navigators of our great inland sea Lake Superior This lake has an area of 32 000 sq miles with a length of 350 miles and a depth of over 900 feet and a drainage area of 81 000 square miles

DOCKS

The first dock built within the limits of what is now Port Arthur was constructed by the Thunder Bay Silver Mining Co and was situated on Min Loc. 4 close to the western boundary about half a mile east of Current River It was 180 feet long with 19 feet of water at the outer end Deep water is to be had hereabouts nearer the shore than elsewhere along the whole water front It was constructed by Mr Withrow in the winter of 1887-8 assisted by 12 experienced builders from Ottawa and was of wooden piers filled with stone. This gentleman was the father of Dr Withrow well known in Thunder Bay

The first steamer to dock there was the Algoma, on the 16th May 1888 having on board Supt. McDougall and 25 men with mining outfit, including part of the stampmill machinery Mr Jas. Dickson and Jos Flaherty arrived during the same summer and commenced the erection of the first general store and restaurant and at the same time the first business dock erected just south of the end of the Red River Road (Arthur street) was built by Jas Dickson, acting in behalf of Mr Thos Marks of Bruce Mines These two enterprises were in reality the business beginning of Port Arthur This little dock was chiefly used in wooding up the Algoma steamer then plying semi monthly between Collingwood and Thunder Bay The small berth built close alongside in the west and called the Government dock was extended about 150 feet in 1875-6 and an L addition built for shelter and was subsequently extended 400 feet further in 1882-3 by the Canadian Pacific railway company for passenger and freight purposes and on the south east corner thereof was erected the first light house which was subsequently removed in its present site of the breakwater entrance The hospital grain elevator (Harbour) dock was built about the same time This was followed by the large Marks dock rather too close to the government dock in 1872 and from this dock in 1878 the steamer Erie took on 10 000 bushels the pioneer shipment of wheat from the west. She was loaded by means of push carts.

The next important dock was what is termed No 3 dock at the foot of Manitou street. This dock is now being acquired from the C N R by the city as a city dock

About the same time the L S D & P Co built the coal dock a short distance to the north of No 3 This was followed by the Circuit dock at the foot of Lincoln street The Smith & Mitchell dock at the foot of Park street, and the unincompleted Davis dock at the foot of Pearl street, with their various additions and improvements at various times

We next have the extensive docks built in 1905 by the C N R in connection with their coal handling and blast furnace plants.

Other docks were built in connection with the following grain elevators the principal of which is the immense C N R elevator at the foot of Bay street the largest on the continent with a capacity of 3 500 000 bushels The Thunder Bay elevator opposite the G Brian addition and near the south end thereof, the Dominion Government terminal elevator the Dominion grain commission having selected that place after many lots on the most suitable site for a National Terminal elevator on Thunder Bay and alongside of this was built the Davidson & Smith elevator next to the mouth of the McIntyre river The combined capacity of all these elevators is 75¾ million bushels A floating elevator is one of the present additions which for reloading damaged wheat from vessels has proved of much service.

DRYDOCK

A most valuable addition to the harbour is the drydock and ship building plant of the Western Dry Dock and Shipbuilding company at the mouth of Current River where has been constructed and launched the large passenger steamer Noronic and the largest freighter on the Great Lakes the Great L. Morden besides numerous other vessels as well as extensive repairs to many disabled craft

This plant is fully equipped with all modern appliances for the erection or repair of vessels of all kinds in all their various parts

It has been demonstrated that suitable icebreakers can if ever advisable, keep open a channel to our inner harbour through the severest winter the Woolen and Horne finding no difficulty during any part of the winter It hardly seems credible that winter navigation of Lake Superior will ever be attempted after seeing a late arrival coated with many tons of glare ice having been obtained for many hours amidst with a blinding snow literally up on the deck An ice depth of 52 inches has been recorded The Great Lakes Dredging Co. and their extensive wrecking plant with wireless are most important adjuncts to our harbour The fish hatchery is a point of interest.

The meteorological storm signal station also the government wireless station play an important part in the safety and aids to navigation. The first outfit of this kind at Port Arthur in the earliest days was a ball near the Marks dock procured chiefly through the instrumentality of the late Fred Jones at one time postmaster It was used as a fog signal and to proclaim such an important fact as the arrival at the first boat (on which numerous bets were to be decided) from the east in the spring after being imbued for months from the outside world. As many as 20 vessels have taken shelter inside of Thunder Cape after the warning was given that an unusual storm might be expected outside the scene at night from the hillside being novel and attractive resembling a floating city

The Royal Arthur Sailors Institute near the Canadian Northern railway station a fine structure attests to the interests we take in those who brave the perils of the deep a very hazardous calling indeed in the late fall and winter when snow and ice come to be encountered Every precaution is taken by the Dominion government in establishing light houses fog horns, gas buoys range lights, etc to render the approach to and exit from the harbours as safe and speedy as possible By act of the provincial legislature dated April 1 1884 the eastern limit of Port Arthur is placed a little over two (2) miles east of the short line at the foot of Arthur street and the described frontage length is over 7 1 2 miles one mile of frontage being secured by the Canadian Pacific railway company for terminal purposes and here besides the docks and hospital elevator the Pigeon River Lumber company have extensive lumber mills and booming ground Further east two miles and the frontage water lots are the property of the city of Port Arthur and in the south and three miles are controlled by the Canadian Northern railway and allied interests The remaining 1 1 4 miles of frontage having various owners. With reference to the possible future dockage developments

It may be stated that tables five hundred (500) feet on a generous estimate of the width of a single deck and slip to accommodate the largest class of vessels anticipated for many years ahead now twenty five million bushels grain can be made available in Port Arthur with of course unlimited extension further down the shore, where no doubt such enterprises as the projected wheat and other industries will be located outside the city limits to escape the burden of taxation.

A glance at the splendid plan compiled by the local staff of the department of public works shows clearly the very satisfactory condition of our harbour and its excellent progress in the past few years. All improvements to this national harbour are now of a substantial and extensive nature providing for the most economical prosperity anticipated in the years to come. The approach by steamers now enter a spacious inner harbour and all the docks have every facility in discharge cargoes and take in the products of the west with record rapidity.

The Front Door of our city presents a striking appearance. The two terminal railway stations the extensive C. N. R. Prince Arthur hotel with its handsome terrace, the magnificent Whalen skyscraper (the finest modern office building between Toronto and Winnipeg) and the new large Dominion Customs House in which are located the various Dominion government district officials, indeed the substantial and artistic developments at the "Gateway" in the Golden West and in the head quarters of the Board of Trade—the Publicity Bureau—in the immediate vicinity of the railway stations and passenger boat docks, will always be found in summer an able and eager exponent of this district's attractions both commercially and as a summer resort.

In conclusion I beg to express my appreciation of the valuable assistance afforded me in the compilation of this paper by our worthy President who has most valuable written personal records of the early days also Mr H. Y. Harcourt, the retiring harbour engineer Mr J. J. O'Connor long intimately connected with our shipping interests and Mr. Wm. Vigors the latter of whom has had a hand in almost every dock or harbour improvement in our city.

THUNDER BAY

HIST. SOC.

PAPERS

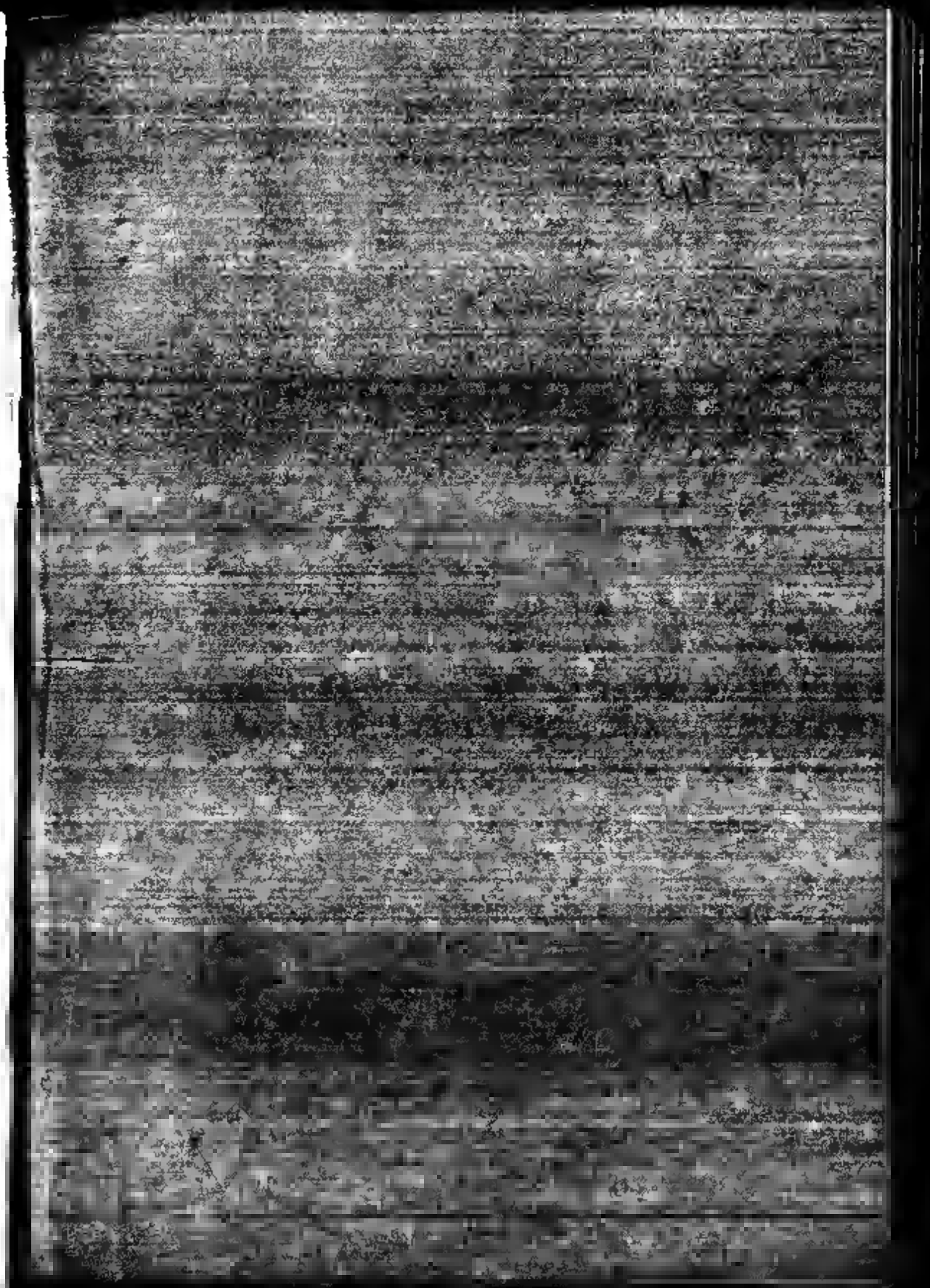
& REPORTS

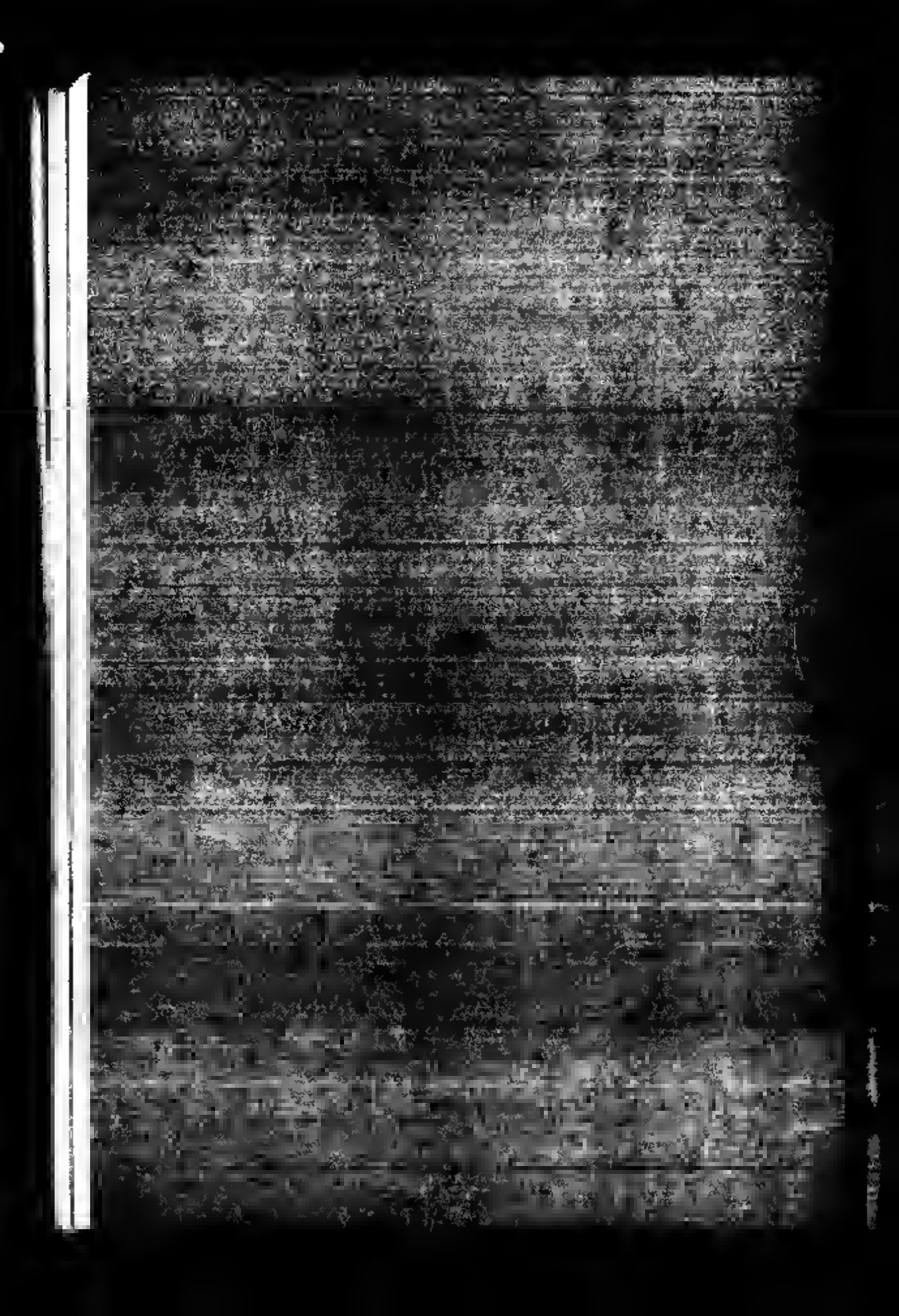
1 - 11

1908 -

F
5545
T5T5
1908/09-
F20 21

UNIV. OF
TORONTO
LIBRARY





The Thunder Bay Historical Society

Sixth Annual Report

LIBRARY
32
UNIVERSITY OF TORONTO

PAPERS OF 1915

The Thunder Bay Historical Society

Sixth Annual Report

PAPERS OF 1915

The Thunder Bay Historical Society

Officers

Patron	Mayor S C Young
President	Mr Peter McKellar
1st Vice-President	Mr J J Wells
2nd Vice President	Mr A L Russell
Secretary-Treasurer	Miss M J L BLACK

Executive Committee

Dr Oliver	Miss Stafford
Miss Belle Dobie	Mr W J Hamilton

Auditors

Mesdames Geo A Graham F C Perry

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR Esq

To the Officers and Members of the Thunder Bay Historical Society

Another year has passed by since our last annual meeting a year that is unique in the history of the world. Civilization is divided about half and half against each other. There are millions of men arrayed on each side bent on the destruction of their opponents by the use of the most deadly weapons of war devised by man Their operations are being carried on in air, on land and sea, and under the sea.

Considering the great advancement made by the human race, within the last one hundred years in christianity, intelligence and science it does appear the reverse of the general order of things, and a going towards heathendom instead of christendom

It will be seen by the last years Annual that the Fur Traders Tablet was under contract when the great European war broke out. The contract was stopped it being considered wise not to try to raise the necessary cost until after the close of the war. In the meantime Mr Gladstone is engaged in cutting the lettering on the stone He has one side finished and the other partly done

We are now engaged in an important work in connection with the Historic Landmarks Association of Canada. In the beginning of October I received a letter from the president, Mr Pemberton Smith asking for the historic landmarks in the Thunder Bay District as they wanted to have them incorporated in the first series of the Directory the Society is preparing for publication At the October meeting our Society appointed Mr A L Russell, D L S, with me on the committee to attend to the landmarks We have now selected about thirty sites many of which are worthy We are now preparing the necessary explanatory notes to forward along with the list of sites to the secretary, Mrs J B Simpson Ottawa

The papers herein will speak for themselves In conclusion I beg to thank the officers and members of the Society for their valuable assistence

Secretary's Report

MISS M. J. L. BLACK

Fort William, Nov 26 1915

To the Chairman and Members of the Thunder Bay Historical Society

Ladies and Gentlemen,—

I have the honor to present the following report as Secretary of our Society

During the year there have been held five regular meetings and one special meeting of the Executive It is hardly necessary for me to add that the meetings have always been most enjoyable The papers given brought out much valuable historic material but as they are appearing in full it is hardly necessary for me to make any comment on them One's only regret in connection with our meetings is that we are unable to take a record of the discussions which follow the papers for they often prove quite as enjoyable as the original address

This year we affiliated with the Historical Landmarks Association and have already organized a committee to co-operate with them in their work.

The correspondence has not been extensive and has almost all taken the form of requests for our publications

We have a paid up membership of twelve while three outsiders have also contributed to our funds for the tablet.

All of which is respectfully submitted

M J L. BLACK.

TREASURER'S REPORT

Treasurer's Report.

RECEIPTS.

1914	
Nov 27—Balance in bank	$224 20
Nov 27—Fees Mrs Graham D McKellar, E B Oliver, Oliver Mr and Mrs Russell Mr and Mrs. Perry Mr and Mrs P McKellar Miss Stelford Miss Doble	10 00
Dec. 4—Donation to tablet (Mrs. Plummer)	10.00
1915	
Nov 10—Government grant (1916)	100 00
Nov 24—Donation to tablet (N M W J McKenzie and J D McKenzie)	20 00
	$364 20

EXPENDITURES.

1914	
Nov 30—Stationary	$ 10 70
1915	
Jan 27—D Gladstone (tablet)	100 00
Mch 9—Printing Annuals and Circulars	122 60
Mch —Envelopes	40
Mch 30—Membership to Historical Landmarks Asso	5 00
Mch 30—Postage	1 00
	$239 70
Nov 26—Bal in bank	124 50
	$364 20

Audited and found correct
Nov 26 1915

K McK PERRY
M ROSS GRAHAM, Auditors.

The Original Kaministiquia Club

BY PETER McKELLAR

The Kaministiquia Club as formed in 1879, was to all intents and purposes the Chamber of Commerce or Board of Trade of the residents of that period as well as supplying to some extent the social features for which in these later times the citizens turn to their club of today, which though it bears the same name does not pretend to include in its functions the settling of such political questions as those for which the original Club was organized.

This narrative presents actualities which were written up at the time those occurrences took place. To make the matter clear to outsiders, necessary explanations are inserted by the writer who was conversant with the affairs at the time. These are as follows:

"Minute Book of the Kaministiquia Club organized Jan 20, 1879.

We the understigned, believing that a more united effort on the part of the friends of the Kaministiquia is necessary to secure the justice that has long been denied us, with this and always in view have joined together under the name of the 'Kaministiquia Club' pledging ourselves to obey all the laws of this Club and do all in our power to advance the interests of Fort William and the Kaministiquia River.

1. John McIntyre
2. C. N. Black
3. Neil McDougall
4. Wm. C Kennedy
5. Peter McKellar
6. A. McLaren
7. John McKellar
8. John McKinnon
9. John McLaurin
10. W. J. Coooelly
11. David Smith
12. Sidney Smith
13. James Henderson
14. Fred Perry
15. Donald McKellar
16. Robert Cook
17. Chas McLennan
18. John W. Pritchard
19. A. O Connor

Town Plot of Fort William, Jan 20, 1879.

"At a meeting held in Oliver, Davidson & Co.'s hall on the 20th of Jan., 1879, when were present Mr. McIntyre, Peter McKellar, John McKellar, W. J. Connelly, C. N. Black, W. C. Kennedy, Neil McDougall, John McKinnon, A. McLaren and John McLaurin.

On motion, John McIntyre was elected Chairman and W. C. Kennedy Secretary.

The chairman explained that the object for which the meeting was called was to take into consideration the advisability of forming an organization for the purpose of defending the rights of Fort William and the Kaministiquia River, against the encroachments of the people of Prince Arthur's Landing. As proof of the necessity for immediate action in this matter the secretary was requested to read a notice in the Ontario Gazette of proposed amendments to the Shuniah Act, which, if allowed to become law would be very injurious to the interests of Fort William. The Chairman recommended the reorganization of a Club or Society to watch the interests of the River and act where those interests are endangered.

Moved by C. N. Black and seconded by Peter McKellar that we at once organize a "Club" to be known as the Kaministiquia Club."—Carried.

The names of all in the meeting being signed as members of the said club.

It was moved by John McKellar and seconded by John McKinnon that John McIntyre be President of this Club.—Carried.

Moved by John McKinnon seconded by Peter McKellar that C. N. Black be Vice-President.—Carried.

Moved by John McKinnon, seconded by John McKellar that Neil McDougall be Treasurer.—Carried.

Moved by A. McLaurin, seconded by C N Black that W C. Kennedy be Secretary —Carried

Moved by John McKellar, seconded by John McLaurin that the Club meet every Wednesday evening —Carried

Moved by C N Black seconded by John McKinnon that a committee of three be composed of Peter McKellar, W C Kennedy and the mover be appointed to draw up Petition, etc.—Carried.

On motion the meeting adjourned'

(Note—Had the amendments referred to in the application of the Shuniah Council to the Provincial Government asking for the formation of a County in the Thunder Bay District with the County Seat at Prince Arthurs Landing, become law, the Kaministiquia Harbor would practically be doomed to oblivion for many years to come as thought by the Fort William people The County Council would control harbors and the Kaministiquia would be under the guidance of Prince Arthur's Landing. The people of Fort William knew well what to expect judging by the articles appearing in the "Sentinel" Port Arthur)

—Kaministiquia Club Room Wednesday Evening Jan 22nd 1879

A special meeting to receive report of Committee the Vice-President in the chair.

The report of Committee was received and the draft Petition protesting against the proposed amendments to the Shuniah Act was read and adopted

The names of David Smith Sidney Smith James Henderson and Alex Spotter were added to the Club

After which the meeting adjourned

W C KENNEDY, Secy.

Kaministiquia Club Room, Wednesday Jan 29th, 1879

The President in the chair

The minutes of meeting on January 20th and special meeting, Jan 22nd, read and approved.

The names of D McKellar Fred Perry Thomas Freeman and Robert Cook were added to the roll as members of the Club

After considerable discussion on the best means of making the Club a success, it was moved by John McKellar seconded by C N Black, that the entrance fee for each member be 50c —Carried.

Moved by John McKellar, seconded by John McKinnon, that the monthly dues be 50c each member, to be paid at the first meeting after the 15th of each month —Carried

(The Petition already referred to was for the purpose of stopping the proposed amendments to the Shuniah Act from becoming law at the approaching session of the Provincial Parliament. It reached Mr. Adam Oliver, ex M P P, the Fort William representative just in time to accomplish the work intended. Another day would have been too late. It may say that this petition was unique in a way and created much interest and comment at the time it was a scroll of paper probably ten feet in length, headed with a descriptive petition, and hundreds of names, supposed to include every man woman and child in the Kaministiquia locality, inscribed thereon

Our Society having secured the publication of the Port Arthur "Sentinel" by kindness of Miss Annie Woodside I thought I would look over these items in the book volumes of that year—as I had read the account in the "Sentinel" at the time of publication, I took the bound volumes 1878-9 and after perusing them could find no article referring to the matters not even, to a meeting of the Shuniah Council at which these matters were touched upon. I was dumbfounded as I knew I had read the articles in the "Sentinel" I then concluded that some issues must have been left out. I went through one volume and found that out of the 52 weekly issues 13 were missing Probably the papers with the interesting articles would be passed around to friends and lost. I mention this so that others may be on their guard in looking up important matters)

Moved by Thomas Freeman seconded by D. McKellar that the Secretary be empowered to procure minute book and stationery for this Club —Carried

Moved by A McLaurin, seconded by James Henderson, that P McKellar C N Black and W C Keonedy be a committee to secure rooms suitable for meetings also lamp and what furniture may be required —Carried

Moved by D Smith, seconded by James Henderson that the Treasurer pay out no money unless by vote of club and only on order signed by the President and Secretary —Carried

Moved and seconded that meeting be adjourned —Carried

W C KENNEDY Secy

Kaministiquia Club Room February 5th 1879

The President in the chair

Minutes of last meeting read and approved. The name of Chas. McLennan added to the Club

A letter from the Hon A. Crooks re school matters was read and discussed

Moved by C N Black seconded by A McLaren that the letter from the Minister of Education be laid on the table until more definite news is received

A telegram from McMichael Hoskins & Co to regard to unseating of Councillors was read

Moved by C N Black and seconded by James Henderson that as this is a matter which began before the formation of the club therefore this club is not responsible or in duty bound to pay for any telegrams relating thereto—but that a special collection be taken up to pay for the said telegram —Carried.

A collection was taken up and the full amount required raised at once.

Alex Spotter and Thos Freeman wished to have their names erased from the Roll which the Secretary took the liberty of doing

On motion the meeting adjourned

Kamtintiquia Club Room, February 12th 1879

The Vice-President in the chair

Minutes of last meeting read and approved

Letter from E Ingalls to school trustees of school section No 1 in regard to school matters was read and filed

Moved by A McLaren seconded by J Henderson that A. O Connor and John McLaurin be added to the executive committee —Carried

Moved by Jean McKellar, seconded by R. Cook that the Secretary draft a circular to be sent to property holders on the River asking their assistance to our club —Carried

The meeting adjourned

W C. KENNEDY, Secy

Kamtintiquia Club Room, February 19th, 1879

The Vice President in the chair

Minutes of last meeting read and approved

The Secretary read draft of circular which was adopted

The Vice-President was asked to send the circular to Joseph Davidson and have 200 copies printed

Moved by A O Connor seconded by S. Smith, that we send for copies of Grip and the New York Clipper

Meeting adjourned

W C KENNEDY, Secy

Kaministiquia Club Room, February 26th 1879

Only a few members present. No business transacted owing to the absence of the leading members

Friendly discussion after which the meeting closed.

Signed A. O CONNOR,
Secy, pro-tem.

Kamtintiquia Club Room, March 1879

Minutes of last meeting read and adopted

Moved by C N Black and seconded by D Smith that W McDougall be admitted as a member of the Club—Carried.

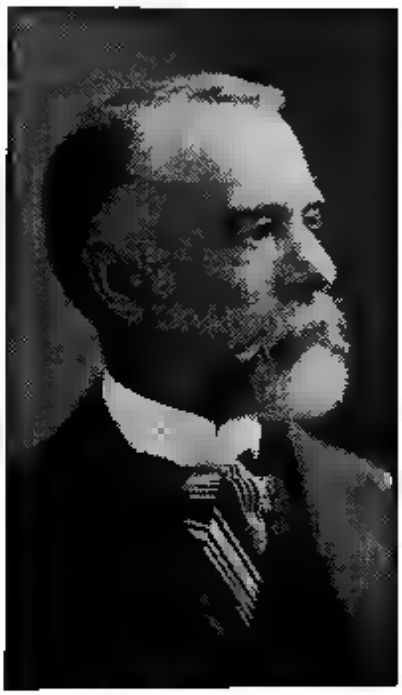
Moved by A McLaren seconded by D Smith that A. Stephenson be admitted a member of this Club —Carried.

Moved by A. McLaren, seconded by John McKinnon that a telegram be sent to Emerson International giving them notice —Carried.

Meeting adjourned

W C KENNEDY, Secy"

In 1907 twenty eight years later, the Club was resuscitated, and chartered with the usual social club functions and has been in a flourishing ever since



A. L. RUSSELL, D.L.S.

Fort William in the Middle of the XIX Century

BY A. L. RUSSELL, D.L.S

in 1882 when the enlargement of the Canadian Pacific railway terminals necessitated the dismantling of the historic old Hudson's Bay Co.'s buildings which prior to 1883 had been called Fort Kaministiquia and subsequently Fort William. I had the good fortune to obtain several souvenirs of that once famous trading post of the gateway to what was then fittingly termed "The Great Lone Land" over which the 'Gentlemen and Traders" of the H. B. C.—shall I say "Here Before Christ" Co. exercised a beneficent and unlimited control.

The faithful old caretaker of the company Mr. Richards—kindly offered me every facility to indulge my craving and I carried off as prizes one manuscript journal one long antiquated flint lock gun one life preserver besides other minor articles all of which I subsequently handed over to Mr. (now Dr.) C. N. Bell then secretary of the Manitoba Historical Society—a well known authority on Hudson's Bay Co. matters.

There were several other diaries which I had not the nerve to take which I trust eventually reached headquarters and I hope eventually our Society may become possessed of them as the information they contain relates to the actual local historical facts as they occurred and extends over many years.

The writer of the Diary which forms the basis of this evening's paper—Mr. John McKenzie—was evidently an intelligent and faithful recorder as well as excellent penman. This volume was restored to me by Dr. Bell and covers the period from 17th July 1845 (when Mr. McKenzie returned to his post after an absence) to the 28th February 1847. The appearance of Fort William or rather Fort Kaministiquia as it was then called is well depicted in the copy of an oil painting in the possession of the family of the late Dr. Van Cortland of Ottawa. This was on the 15th June 1885 immediately after its completion—it was four years in building—and gives one an idea of the fortified nature of the establishment surrounded by a stockade 16 feet in height when it was the rendezvous of the proud and spirited North West company. Some records aver it was first christened Fort William in honour of William McGillivray a couple of years later 1807. Captain Palliser R. E. in 1857 refers to the large dwelling house the dining room of which it is elsewhere recorded could seat 200 people—lying parallel to the Kaministiquia river and flanked by two storehouses the western one being of stone at right angles thereto and surrounded by a picket fence 5 feet in height.

My second view gives its appearance in 1879 and is from a photograph taken from the right or south bank of the river. Caretaker Richards is exhibited having in charge a party of tourists. This view is kindly loaned me by Mrs. Sherk and shows the location of the old buildings after the stockade had been removed.

The River Kaministiquia appears to have had more spellings than it has bends. Investigation reveals that the undermentioned celebrities are credited as follows:

1678. Dolubt—Camiois'igoyan
1728. Verandrye—Gemeojetigouya.
Caministiquia Camenistiquois
1783. De L'Isles Maps—Kaministiquoya or 3 Rivers
1805. Vansertiand painting—Kaministiguia.
1847. Colonel Crofton—Kamenistiquia
1849. T. G. Anderson S. I. A.—Kawme-ne-is-wa young
1850. The Robinson Treaty—Kaministiquia
1857. S. J. Dawson C. E.—Kaministaquia

1857 Captain Palliser, R. E.—Kaministiquioh

1858 Professor H. Y. Hind—Kaministiquia.

1870 R. J. Pither, Indian agent—Kah-mah-nah-tick quiack or the River that runs far about.

Sir A. McKenzie—Caministiquia

Petitot—Kaministikwaya or Wide R.

Harmon—Kamonistiquia

Maihiot—Kamanaitiquoya

Keating—Kamanatekwaya

Henry Thompson—Wandering or Dog River.

U. S. Charts—Kaministiquia

U. S. Charts—Kaministqa.

Sir John Richardson—Kamanistikwoya.

In 1902 the Geographic Board of Canada fixed it for all time as Kaministikwia. This is the correct official spelling and in 1902 your humble servant compiled the first detailed plan of Fort William and Port Arthur with this approved spelling which came as a surprise to the Fort William council who were unaware of the arbitrary official change

Extracts from entries in Journal 1845 17 July The first entry presents a striking contrast to the present magnificent deep water harbour and reads as follows.

'This morning the Schooner Whitefish dropped down into the Lake there not being sufficient water on the bar to admit of her being loaded in the river The boats were afterwards sent off with the fish and other cargo in her were sent down to Michipicoten Mr. Begg who had been in charge in my absence. Michel Collin, assisted by John Finlayson, preparing the wood for five additional North Canoes."

The building of Birch Bark Canoes, referred to in our first entry was evidently an important industry The smallest or 2 man canoe could only be handled with safety by experts, while the imposing and capacious "North" or "Montreal" 5 fathom (30 feet) canoes are credited with carrying cargoes of over 10,000 lbs. composed usually of about 8 000 lbs package freight 1500 lbs. provisions and liquors and at times 13 or 14 of a crew, to say nothing of an odd passenger or two The ordinary inland canoe which was in use between Lake Superior and Red River was built to carry about 2,900 lbs and a crew of 4 or 5 men—the trip usually occupying about thirty days The large North canoes were used in forwarding supplies and outfit from Montreal to Fort William with return cargoes of fur and had to brave the dangers of Lake Superior

On one of these trips it is recorded that the Bishop of Montreal left La Chine on the 16th May 1844 in a large canoe manned by eight French Canadians and six Iroquois Indians he ascended the Ottawa to where the Matawin joins it He then passed from this through La Petite Riviere and some small lakes, traversing the high lands until he reached Lake Nipissing and having crossed it descended the whole length of French River into Lake Huron—440 miles from Montreal Coasting up the northern shore of this lake about 220 miles further he came to Sault Ste Marie and crossing over passed into Lake Superior and along the north shore about 280 miles until Fort William was reached. This trip usually occupied 30 to 40 days You will notice that the main transportation to the North West from Montreal followed the route of the proposed Georgian Bay canal the early construction of which with British capital foreshadows a still greater impetus to our twin harbours at the Gateway of the West.

July 18.—This entry refers to the important fishing industry and reads as follows Vezina was sent off with four nets and nine lines which, in consequence of our getting but few fish in the river, he is to set in the Bay Captain Palliser R. E. on landing at Fort William in 1857 stated that the fish diet was the chief support and that it actually "tainted the atmosphere" where the 200 Chippewas and a few Pagan Indians were camped

July 19. The entry reads "Collin and Finlayson went up the river in the expectation of getting some sturgeon and returned with only 2."

Apart from the river the principal fishing stations appear to have been at Shaginah and Thunder Point others being at Welcome islands and the "Putte" which I take to be the

Pate or Pie Island and tastly a brief reference is made to our maligned Current River which only 2 trout — "The rocky bed of the stream not being favorable to seining operations" The principal hauls recorded are 133 bbls and 31 half bbls of trout and whitefish from Shaginah, 29 bbls trout and 21½ whitefish from Thunder Point and 500 whitefish which were caught with the seine in the river.

Fishing returns recorded for about 5 months—from August 5 to 31 December show the total fish caught as follows

646 whitefish
4 sturgeon.
81 trout
666 dore and carp

Total 1307 fish.

The game taken during 1847 was
94 ducks
57 rabbits
26 partridges

This must be in addition to the fish and game secured by Indians and others not attached to the Hudson's Bay post, more especially rabbits as I find Mr J F Gaudet—one of the staff of S. J. Dawson C E —reporting that 2 of his Indians had trapped by December 23rd no less than 500 rabbits and by hotting with some lard made an acceptable variety of Pemmican.

July 30th "7 a m A canoe with 2 priests and 2 nuns arrived from Montreal having left the former place on 20th June They resumed their journey at 2 p m and by them I forwarded letters to Lac la Pluie (Rainy Lake) and Red River This trip occupied 40 days and a search through other records makes it evident that the two priests were Father Aubert, O M I and Novice Alex A. Taché the latter of whom subsequently rose to Eminence in Red River.

Aug 10 reported a heavy and dense smoke was carried down by the north west wind arising it is supposed from a fire made by the Voyageurs to the interior

Aug 16 'Dr Ree arrived from Michipicoten in a canoe with 5 men which place he left on the 10th inst. leaving on the following day in a new canoe with 6 men' This is the Dr Ree who found traces of the lost Sir John Franklin party thereby securing the offered reward of £10 000

Aug 21 The Barge with our annual outfit arrived from Michipicoten everything in good order

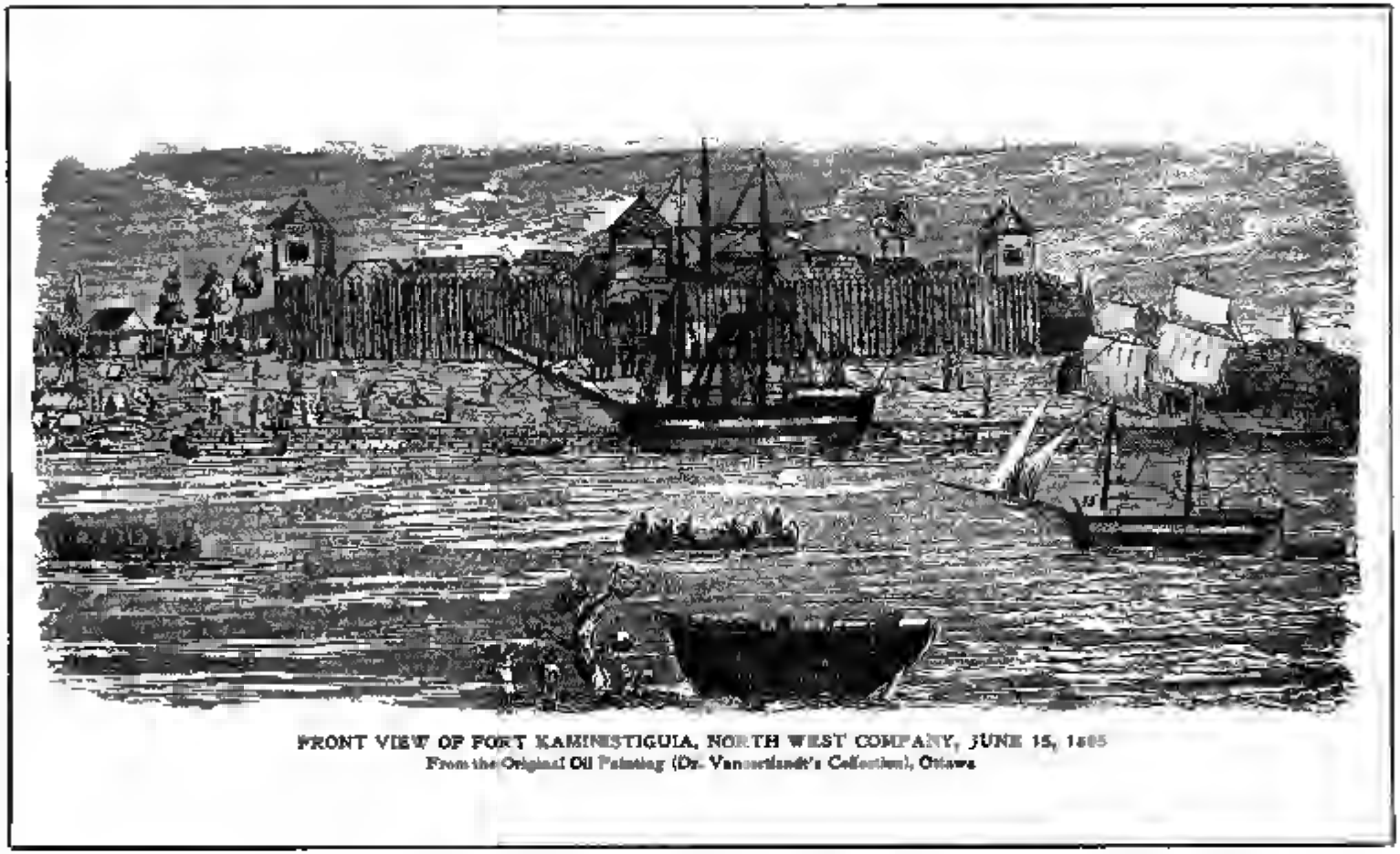
Aug 27 The Indians receive their winter supplies and take their departure'

Sept 1 "Four North canoes arrived '

Extracts from Diary of Visiting Indian Superintendent Thos Gummersal Anderson of Cobourg Out advising Indians of Lake Superior region re proposed treaty of 1850 officially known as the Robinson treaty 1849.

Sept. 18 At Sault Ste Marie Rose at 8 a m observed four sailing vessels and one propellor besides the Nepigeon in harbour—the latter having anchored during the night with 700 tons copper on board from Ontonewagan River This mine paid last year 80 per cent on the stock paid in and this year expects to pay about 100 per cent. Weighed anchor about half past 7—could not start sooner because of the fog This vessel had been an old sailor but was converted into a propellor and goes about 9 to 12 knots an hour Her cargo is mostly in the hold below water mark and her captain's name is Clark the person who married the beautiful Miss Prior At 8 assembled to breakfast when all the cabin passengers met among whom are seven ladies (so called) and their children Capt Ermatinger and his uncle—Cow te wew-be tee (or rather Maun Kostt) Mr Holleigh American topographical surveyor Mr Vidal Mr Somerville and myself besides several Germans and Yankees going to the mines and ten or 15 passengers

Sept 24 Rose at 5, got breakfast and started at 7 The morning was fine and passing along high mountains—some 1 000 feet high —and at one o clock arrived at Fort William Mr McKenzie in charge of the establishment who received us most cordially We dined and lunched with him and at 10 went to bed to our tent. Gave some pork flour and tobacco to the Indians and invited them to meet us at 10 o'clock in a room kindly appropriated by Mr McKenzie for the purpose



FRONT VIEW OF FORT KAMINISTIQUIA, NORTH WEST COMPANY, JUNE 15, 1805
From the Original Oil Painting (Dr. Vanoestlandt's Collection), Ottawa

Sept. 25 Up and dressed by times —breakfasted at 9 and shortly after the Indians began to assemble, about 35 were all that could be mustered They were accompanied by a Jesuit priest named Primeault—

Kaw-we-ne-ta-wa-young is the Indian name for River on which Fort William is built and is situated within a mile of its entrance to Thunder Bay At its mouth a bar runs across as to prevent vessels coming nearer than a mile from the Fort There are other entrances to the River which unite and form one stream about 3 miles from the Lake The falls commence about 20 miles from the entrance

The Fort is composed of picketted fence enclosing about an acre of ground within which are the various stores (one of stone) dwellings and outhouse, but mostly in a state of decay, except that occupied by Mr McKenzie which is very comfortable, At the distance of about 600 yards is a well built block house of wood for defence in the contentions between Lord Selkirk and North West Company Mrs. McKenzie dined with us. She is a very nice lady from Montreal Mr McKenzie is like all other Indian traders of the Hudsons Bay Co— very hospitable We lived at his table on all good things of the season—washing the eatables down with well-filled flagons of wine and brandy He offered us beds but we preferred our tent which was pitched in the middle of the beautiful green lawn we however accepted a spacious room in which to hold our consultation with the Indians The scenery about Fort William is very beautiful The placid stream in front of the dwelling unceasingly carrying the waters from its source hundreds of miles above on through the Great Lakes to the sea—the wild fowl paddling and winging their way from the dread shot of their enemy man—the tormentor of all living beings even himself inclusive—the thousands of Golden Plover sporting in hurried steps along the bank—the snipe as if wearied of carrying their highly flavored bodies by distant flight are masked at short distances from the heedless savage tread and would be sport indeed for the less relenting English sportsmens gun, and now and then the up stream bound Indian tribe as they pass along as if mindful of the fishing man a shade pop up their crimsoned eye to see whether the deadly spear is raised to shed the blood of innocence and end their harmless days

The dark tinted aborigines luxuriating in all the filth, woe and misery which indolent and impotent parsimony could for ages bestow, are objects that cannot fail to rouse the mind of those unaccustomed with such scenes to deep and profitable reflection Then in the distance you see the mountains on all sides rising 1 000 feet above your head— these are the resort of hares and winged fowls for on one else but crafty man can reach their summit, and were not Divine Wisdom the Creator one might be disposed to say they were made for no purpose Ice this morning half an inch thick

Sept 4 Made an early start, the wind partly ahead and partly off land. We only made 26 miles and at 8 reached LaRonde's in charge of the Fur Trading station or Post Mr LaRondes received us very kindly— took us up to his house where we had a good supper and a good night a lodging—besides gaining much information on the subject of our mission Among other things he informs us that the Nopigon Indians almost to a man have a plurality of wives and some to the number of seven The man we met yesterday had three viz mid women her daughter by a former husband and again a daughter of the second wife by another father

Mr LaRonde further informs me on this subject that parents refusing to give their daughters in marriage are almost certain of being murdered by the party applying Murders for other trifling causes are not infrequent among those Indians—surely no pains should be spared to civilize them

Sept 5 Left Mr LaRonde at quarter before 8 and soon after were mashed to stretch our sail in a sidewind arriving at the Sault got the sad and melancholy news of Dear Doctor Darling's death at Penetanguishene We got lodgings and a house in which to receive our Indians on Monday from Mr McTavish but my anxiety to see Gusty (his son) and hear the particulars of Dr Darling's

death induced me to proceed immediately to Mr Wilsee's. Very kindly received by Miss March. Mr W not at home Miss M kindly got tea but I had scarcely time to take a cup when Peter Bell who has now become a good boy called to say he was on his way to Garden River so I embarked with him

The last page of the diary reads as follows

During the foregoing journey without one dollar in money to pay my expenses, or a plug of tobacco to give the tribes a smoke, I succeeded in getting the Indians to cede all their land to the Crown from Penetanguishene Long Lake Huron and Lake Superior and back to Nipegon without the slightest reserve because they had full confidence in me and did not doubt but that the government would deal honestly with them Next spring the Hon W B Robinson was sent up with boxes of Americee silver to obtain the signature of the tribes without extending to me the common courtesy My being directed to accompany him would have convinced the indians of my truthfulness to them.

Note by A. L R.—Commissioner Robineon in officiel report of treaty officially acknowledged the valuable assistance of Mr Andereon Mr Anderson died 16 Feb 1875 The foregoing notes are copied by kind permission of Mre Geo Ironside of Port Arthur, who holds copy taken by her son Ernie from the original document

Fort William's Early Newspapers

BY F McKELLAR

Two years after the "Day Book" was closed the people of Fort William started to look up another Paper, as will be seen by the following minutes as recorded in the old minute book of meetings

"Town Plot, March 16th, 1880.

A meeting was called to organize a newspaper in Town Plot of Fort William

Mr E. Ingalls was appointed chairman and A. A. Arnet secretary

Moved by F L. Knappen seconded by C N. Black, that a subscription list be opened, and a committee of three be appointed to circulate it, and see what can be obtained for the support of a newspaper for the coming year in the shape of bonus or patronage

The chairman appointed a committee consisting of C N Black and F L. Knappen. Meeting adjourned to meet in a week

The subscription list read

On demand I promise to pay the sum set opposite my name as a bonus towards the support of a weekly newspaper, to be published in Fort William Should the paper be started by stock this to be null and void —

Sidney Smith	$ 5 00
C N Black	10 00
F L. Knappen	10 00
Geo A Graham	10 00
McKellar Bros	10 00
Thomas Freeman	5.00
Donald Morrison	5.00
A McLaren	10 00
H Kennedy	2 00
	$72.00

The advertisement subscription form subscribed to was as follows

On demand I promise to pay the sum set opposite my name for promoting for the year beginning with June 1880, should a paper be started in Fort William by that time

Sidney Smith	$ 5 00
C N Black	20 00
J Stevenson by leave	20 00
John Curren by leave	00 00
Smith & Mitchell	5 00
A C Crawford	2 00
N McDougall (Tel. Co)	30 00
N McDougall (private)	2.00
Charles Baker	2 00
E Ingalls	30.00
F L Knappen	15 00
John McLaurin	10 00
Clark E. Proch	10.00
Frank Moberly	6.00
Thos S T Smellie	5 00
Richard McNab	2 00
Geo Graham	25.00
Jno H Bartle & Co	10 00
McKellar Bros	10 00
Donald Morrison	1 00
Thomas Freeman	2 00
A. McLaren	10 00
A D Dunning	0 00
Samuel Hayward	2.00
H Kennedy	5.00
W Pritchard	5.00
	$200 00

Stock subscription —

On demand I promise to take stock in a newspaper to be started and published in Fort William during the year 1880, one half to be paid when called for, the balance in one year after, to the amount set opposite my name

Sidney Smith	$15 00
C N Black	30 00
A. Stevenson by leave	10 00
A. C Crawford	10 00
N McDougall	15 00
Charles Baker	2 00
E Ingalls	20 00
McKellar Bros	40 00
Thomas Freeman	5.00
A McLaren	20 00
Chas J. McLennan	5.00
W. Pritchard	5.00
	$162 00

"Town Plot March 23 1880.

A meeting held in the school house this evening for the purpose of starting a newspaper

C N Black was appointed chairman and F McKellar secretary

A long discussion took place as to the best mode of procedure as to whether to purchase a press or to offer a bonus.

Moved by P. L. Knappen, seconded by G. A. Graham that a new subscription list be opened—one sum for each party, and empower the committee to act as they please in the matter.

The motion lost.

Moved by A. McKellar, seconded by A. McLaren, that the former committee (that is), C. N. Black, G. A. Graham, and P. L. Knappen be continued and authorized to advertise in the Toronto papers and consult parties there, and when ready call a meeting of the people. Carried.

The meeting adjourned.

C. N. BLACK,
Chairman.

P. McKELLAR,
Secretary.

Copy of letter written to J. Davidson, Toronto and P. J. Brown, Ingersoll, Ont.

Dear Sir —

By request of Mr. Davidson and others to Mr. C. N. Black during his recent trip below a meeting of the citizens has been held here, the object being the starting of a newspaper, and we were appointed a committee to correspond with you and others relative to the matter. We forward by this mail advertisements to be inserted in the Mail and Globe seking correspondence with newspaper men desirous of starting a paper in a new town. The people here are subscribing to two methods of starting a paper—one by bonus and one by taking stock in the paper. We are labouring under great disadvantages from having so few amongst us who have means and less who are interested in real estate. It is the unanimous opinion here that unless interested parties below, viz., yourself, J. J. Vickers, Jas. Leys, P. J. Brown, Wells and any others you may know, subscribe liberally to this enterprise it will be impossible for us to raise a sufficient amount to induce any person to locate here. For our interests we have already subscribed as follows: $100.00 as a bonus, $350.00 for patronage, $200.00 for stock. The patronage can be applied with either stock or bonus in estimating the amount required. We have concluded that it will be necessary to raise at least $500.00 to start a paper under either method and that we must look to parties below for at least one-half the amount, viz. $400.00. Now if you will take immediate steps in this matter by informing us the amount which can be raised (guaranteed) in Toronto and below, we will use every endeavor to push the enterprise forward and in the near future have a newspaper running here which is so much needed to advocate the interests of Fort William. Open your hearts, produce liberally, and the people here will heartily respond. Hoping for an immediate reply,

Very truly,
COMMITTEE.

Town Plot, Fort William, May 8, 1880.

At a meeting called by the newspaper committee at 8 o'clock this evening a large number were present. Mr. F. T. Graffe, who offers to run the paper, was here.

Mr. E. Ingalls was appointed chairman and P. McKellar secretary.

Mr. F. T. Graffe offered to run a paper for three years by getting a bonus of $900.00—$500.00 down and the balance of $400.00 at the end of a year.

Moved by Mr. Black, seconded by Mr. Knappen, that the subscription list be opened—headed, A bonus to run the paper for three years. Carried.

We, the undersigned agree to pay the sums opposite our names as a bonus to a newspaper man that will run a good paper in Fort William for three years from date of publication.

P. L. Knappen	$25.00
E. Ingalls	25.00
C. N. Black	25.00
S. S. Smith	15.00
N. MacDougall	25.00
McKellar Bros.	25.00
Thomas Freeman	10.00
A. McLaren	10.00
Donald Morrison	5.00
Chas. Baker	5.00
G. A. Graham (per P. C. P.)	25.00
John Lundberg	5.00
A. C. Crawford	20.00
D. Morrison	5.00
Mac. C. J. O'Connor	10.00
W. Wiggans	10.00
John McLaurin	25.00

Moved by Mr C N Black and seconded by Mr P L. Knappen that a committee consisting of P L Knappen N MacDougall and J McKellar be appointed to go around here and at Prince Arthur Landing with the above mentioned petition that

The adjournment moved to Monday next, 8 o'clock p m Carried

P. McKELLAR,
Secretary

A meeting in pursuance of above mentioned adjourned meeting held this evening at 8 o clock p m. May 21 1883 Mr E Ingalls chairman. P McKellar secretary

The subscription list was handed to the chairman, which showed an amount of $327 00 subscribed here

Moved by P L Knappen and seconded by ———————— that A. McLaren John McLaurin and E. Ingalls be appointed a committee to telegraph the Torooto parties, and in the event of a favorable reply to collect the money subscribed and proceed to act in the matter as they think best.

Moved in amendment by A McLaren, and seconded by J McLaurin that the former committee does act with the addition to the number of Mr John McLaurin. Carried

P McKELLAR,
Secretary

Telegram sent P J Brown —

Newspaper man here have raised three hundred dollars Can I proceed unless you raise two hundred and fifty in Toronth Guarantees to run three years

N McDOUGALL,
for Committee.

May 11th 1883

A meeting held in the Ontario House Fort William Monday evening December 6th 1880, for the purpose of making further arrangements regarding the plant of the Herald newspaper and arrangements connected therewith

The following persons were present John McKellar, C N. Black, Edmund Ingalls, G A Graham, John McLaurin, N MacDougall Sidney Smith A. C Crawford

John McKellar was elected chairman

N MacDougall was elected secretary (pro tem)

Moved by Geo A Graham seconded by John McLaurin, that Messrs Black and Knappen be authorized to correspond with Messrs Gwatkin & Son, Torooto to ascertain the best arrangements that can be made regarding the further payment of money due Gwatkin & Son for the press and outfit and giving them a chattel mortgage on the same. Carried

Moved and seconded that Mr Geo. A Graham, N MacDougall Sidney Smith and John McLaurin be hereby authorized to examine the affairs and books connected with the Herald office Carried

Moved and seconded that the committee on examination of the books do report at a meeting to be held at the above mentioned place one week from tonight (13th Dec) Carried.

The meeting adjourned till Monday night Dec 13th

JOHN McKELLAR,
Chairman
N MACDOUGALL,
Secretary

An adjourned meeting (of the 8th Dec) held in the Herald office Monday evening Dec 13th 1880

The following gentlemen were present C N Black P L. Knappen, A C Crawford N MacDougall Sidney Smith T Freeman, and F T Graffe

E Ingalls was elected chairman.

N MacDougall was elected secretary

The report of the examination committee was read by N. MacDougall, which showed a satisfactory standing of the paper. Moved and seconded that the committee be discharged. Carried.

Moved by Mr Smith and seconded by Mr Crawford that the parties acting for the committee viz Messrs Black and Knappen do execute the papers sent from Messrs Gwatkin & Son of Toronto and in addition, take a mortgage from F. T Graffe that he will publish the Herald for the three years agreed upon unless the people fail to meet the balance of the $300 00 in the latter case the people forfeit any right to the press and F. T. Graffe be at liberty. Carried

E INGALLS,
Chairman.

A Brief History of Port Arthur Harbor

BY A L RUSSELL, D.L.S

As transportation is the chief factor in the growth of our spacious Dominion and the place of transhipment a most important point, our inner harbours, situated in the great Inland Sea—Lake Superior—at the center of the direct 4,000 mile route across the continent, at the head of ocean navigation and favored by the ample and safe approach afforded by the outer harbour of Thunder Bay, will ever remain the unrivaled portals for the continuously increasing lake and ocean traffic from the Orient and as storage outlets for the boundless harvests of the Golden West.

The Royal Commission on Transportation reported as follows 'The harbors of Thunder Bay are from their very position, of national importance and as such they should be dealt with and in order to properly provide for the future of the ports of Port Arthur and Fort William they should be considered and treated as one harbor, and should be laid out on a broad and comprehensive plan taking in all the water from Bare Point north of Port Arthur, to the mouth of the Kaministiquia river up that river to lot 10 con 1 and including the Mission river to deep water in the bay.' The Board has memorialized the Dominion Government to place the breakwater about to be constructed a thousand feet farther out into the lake and recommended that the harbor inside of it be dredged to a uniform depth of 26 feet. We feel this action on our part was justified from the evolution which has taken place in shipbuilding during the last 20 years. A monster craft of that date is but a toy when compared with the 15,000 ton freighters of today.'

The geodetic position of Port Arthur Harbour as determined by Dr Klotz assistant director of the Dominion observatory in 1887—the exact spot being where the Publicity Pagoda now stands at the foot of Arthur street is given as latitude 48 degrees 26 minutes 0t 65 seconds N and longitude 89 degrees t2 minutes and 52.61 seconds W or 5 hours 56 minutes and 51.607 seconds west of Greenwich. The standard Meridian mean solar time being only 3 minutes ahead of Standard time from Port Arthur westward or 57 minutes behind eastern Standard time.

The local magnetic variation is presently 2 degrees east of astronomical north with an annual decrease of 5 2 minutes.

The extensive hydrographic work undertaken by the G T P railway at this point revealed the fact that the hitherto accepted level of Thunder Bay was overestimated by some 18 inches, which was determined by a systematic comparison of the old government guage with the mean of many years simultaneous readings by the U S lake survey staff at Duluth, Marquette and elsewhere. The adopted mean level of Lake Superior is 601.86 feet above mean Atlantic tide at New York City.

There is no appreciable tide in Lake Superior and the fluctuations occur only in accordance with the rainfall and occasional prevailing winds. The highest water is usually in August and September and the lowest in end of February—rising slowly until end of May. The highest recorded reading was 603.93 and the lowest 600.98. The regulating dam at Sault Ste Marie will however establish greater uniformity in the future.

To Lieut. (late Admiral) Henry W Bayfield R N and his able assistant Phillip E Collins Midshipman R N acting under instructions from the British government, must be accorded the honor, in 1823, of undertaking the first hydrographic survey and chart which reliably unfolded the great potentialities of the magnificent roadway for vessels existing in Thunder Bay—some 36 x

18 miles in extent—and capable of accommodating in security the navy which today ensures an ultimate victory for the Freedom of the Seas.'

The harbour area within the city limits is approximately five thousand (15,000) acres or about 7¾ square miles.

Previous to 1828 the American North West and Hudson Bay companies had at least 5 sailing vessels plying to Thunder Bay and elsewhere on Lake Superior. The vessels were from 20 to 180 tons each, viz: The Invincible, Otter, Mink Recovery and Discovery. The Mink was used by Lieut. Bayfield on his survey of Lake Superior.

The first steamer to enter Thunder Bay was the Julia Palmer in September 1845, with men and supplies for the Montreal Mining Co. She was built at Buffalo as a sailing vessel—hauled over the portage at the Sault Ste. Marie rapids and converted into a side wheel steamer.

The first British steam boat it is reported was the tug Dart about 1856 navigated by Duncan McEachern late "King" of Black Bay. The Ploughboy was wrecked while en route here in 1857 the Rescue taking her place. The Rescue also making two trips. In 1858 was renamed the Prince Arthur and turned into a gunboat. In 1865 the side-wheeler Algoma first called the Racine was placed on this route, Mr. Wm. Vigars arriving on the first trip.

The first transatlantic steamship was the beautiful, fast, rakish looking iron craft the 'Chicora', formerly known during the American war as the 'Letter B'. In 1870 the 'Cumberland' was placed in commission and the following formidable list of vessels utilized the harbour (the river at Fort William and being dredged for the larger class of vessels as till 1873) viz: the steamers Arctic Union, Brooklyn, Algoma Waubuno, Schicluna and Chicora. There were also 3 tugs, 2 gunboats and 3 schooners of which more particulars are given hereafter.

The following details re vessels plying to this port are from information vouched for by J. J. O'Connor, so long intimately connected with vessel interests at this port.

The side-wheel steamer Manitoba began plying on the Sarnia and Thunder Bay route in 1871 in the Beatty Line and ran regularly each season until 1883 when she was driven ashore at Southampton, Lake Huron, and wrecked. She was rescued by the insurance companies rebuilt at Detroit in 1887, sold to the C. P. company, renamed the Carmona and plied between Owen Sound and Sault Ste. Marie. The Acadia, a propellor of 450 tons ran in connection with the Manitoba in the same line from 1871 to 1873.

In 1874 the Ontario and the Quebec two propellers of 788 tons each, were built at Sarnia and entered the Beatty Line the same year, the Ontario being still on the Sarnia and Port Arthur route. The Quebec sank in the Sault Ste. Marie river in 1885 in 128 feet of water. She was raised in 1888, rebuilt at Buffalo, renamed F. E. Spinner with American register, and traded as a tramp steam barge. The raising of this sunken vessel was the greatest wrecking feat ever done on the great lakes.

The Asia, a propeller of 450 tons, began running in the spring of 1878 as the pioneer boat of the Windsor and Lake Superior Line, and was followed the same season by the Sovereign, also a propellor of 450 tons in the same line and both continued until the fall of 1878. In 1887 this line amalgamated with the Beatty line and formed the Northwest Transportation Company. The Asia was chartered by the great Northern Transportation Co. of Collingwood in 1882 and in September, 1882 was wrecked on Georgian Bay, with a loss of 102 lives, there being only two survivors. The Frances Smith was another.

The Campana, a twin screw steamship of 1,800 tons built on the Clyde for the South American trade was bought in London, England in 1881 by the Canada Transit Co., in replace the City of Winnipeg. She was cut in two at Montreal towed through the St. Lawrence canals, joined together at Port Dalhousie and placed between Collingwood and Port Arthur from 1882 until 1887. In 1888 the first locally owned boat, the Algonquin, built on the Clyde and registered A-1 at Lloyds went into

commission Thos. Merks and Co hotog the owners

What appears to he the first official notice of Thunder Boy was when Henry Gtadman—an ex officer ot tbe Hon The Hudsom a Bay Co—in 1857 was pinced in charge of the first Red Rtver Expeditton' witn instructions to investigate and report on the best meaus of communtcation between Lake Superior and the invtting Red River Regioo His chief assistants were S J Dawson C E and Professor Henry Youle Hind both ot whom submitted valuable and interesting data re Loke Superior and our harbours

In 1860 the report relative to the Exptoration of Britsh North America undertaken by the British government was published and much trustworthy scientific date, gatoered on this extensive trip trom Lake Superior to the Rocky Mountains and west, made public This expedition was in charge of Captain Palieser R E assisted by Dr Hector

It was not until 1870 when the Historic Wolseley Military Expeditton to Fort Garry comprising some 1400 men with adequate transport (sail boats etc) and supplies were loaded at the Depot or Landing as it was then called that the convenience and safety of Thunder Bay as a harbour was brought prominently into notice. As there was no dock capable ot accommodating the larger craft the loading was effected by means ot scows at the small wharf which had been built to wood up the steamer Algoma plying to the point This wharf now forms a portion of the extensive passenger and freight dock ot the Canadian Northern railway company near the foot ot Arthur street It is shown on the copy herewith ot the official plan prepared by Captain Dixon ot H M 93th Rifles and presented by him to the Corporation I also exhibit a plan prepared by the late S J Dawson C E then in charge ot the Red Rtver route showing a projected dock 600 feet in length and the first few detailed soundings along the water front.

Our embryonic city was at this time christened Prince Arthur s Landing by Colonel Wolseley in honor ot H R H the Duke of Connaught our esteemed Governor General who was then serving with the British forces in Canada

1871 the requirements ot Confederation necessitating the initiation of the preliminary surveys for the tremendous (at that time) undertaking involved in the construction of a purely Canadian continuous railway from the Atlantic to the Pacific brought to the front the rivet advantages of Thunder Bay over Nipigon Bay as the terminal harbour on Lake Superior The proe and cons were valiantly maintained by their respective admirers Thunder Bay winning out in the long run

It is interesting to note that the first detailed survey of our twin harbours was made by H K Wicksteed C E, at present consulting engineer for the Canadian Northern railway and were still further augmented by our taking further soundings and making a trigonometric survey at the harbour on the ice

The first intimation that a fresh water was likely to be built here leaked out when Mr Van Horne, late Sir William, then chairman of the Canadian Pacific railway board in consultation with Superintendent of Construction Ross in our office placed two scales across the front of our harbour plan about half a mile from shore leaving an opening opposite the foot ot the Red River Road Shortly after this in 1882 the enterprising citizens ot Port Arthur got busy as the saying is and entering into partnership with the Dominion government brought about the commencement ot the inner harbour by putting up $25 000 for breakwater purposes Wm Murdoch C E— who figured largely in various projects for the betterment ot the twin towns being appointed engineer in charge of the work

The first resident engineer to be placed in charge ot the twin harbour improvements was the late E V Temple, C E, in October 1901 an appointment which he held until 1907 when to meet the growing local requirements of each harbour a separate appointment was made for Fort William Mr H Y Harcourt C E Mr Temple s assistant on the death of the former succeeded to the office and relinquished the work to his as-

eistant Mr J E St Lenrent C E in t9t5 The catl of his country and humanity impetling him to join the statt of the New Ontarlo 94th hattalion theo organizing with Port Arthur as headquarters

Like the locks in the Canadian canals the breakwater although accommodating the vessels then in commission torned an inner harbour of too cramped an area for the dimensions of vessels suitable to a national harbour and the ever extending docks projected tor the grain trade such as the Grant L Morden built at our local shipyard and having a capacity of over half a mitlion bushels

The breakwater provided by the Royal Commission has been constructed to within t 500 teet ot the south limit ot the city and when completed wilt end within 500 teet of the Kamtnistiquia channel The first dredging ot the lower harbour was begun in 1877 aod will be continued until a uniform depth of 26 feet is complained Chief ttydrographer Stewart ot the Marine and Fisheries department as part of the Canadian Lake and River survey. In 1953-4 made a careful detailed hydrographic and trigonometricat survey ot Thunder Bay and vicinity which authoritative work supersedes the data of Admiral Bayfield ot t823 and in conjunction with the U S Lake Survey charts furnishes most reliable information to the navigators of our great inland sea Lake Superior This lake has an area ot 32 000 sq miles with a length ot 390 miles and a depth of over 900 feet and a drainage area ot 2S 000 square miles.

DOCKS

The first dock built within the limits ot what is now Port Arthur was constructed by the Thunder Bay Silver Mining Co and was situated on Min Lac 4 close to its western boundary about half a mile east of Current River it was t3S feet long with 10 feet of water at the outer end Deep water is to ha had hereabouts nearer the shore than elsewhere along the whole water front It was constructed by Mr Withrow in the winter of t867-8 assisted by 12 experienced builders from Ottawa and was of wooden piers filled with stone This gentleman was the father of Dr Withrow well known in Thunder Bay

The first steamer to dock there was the Algoma on the 16th May 1868 having on board Supt McDonald and 2S men with mining outfit, including part of the stamp mill machinery Mr Jas Dickson and Jas Flaherty arrived during the same summer and commenced the erection of the first general store and restaurant and at the same time the first business dock erected just south at the end of the Red River Road (Arthur street) was built by Jas Dickson acting in behalf of Mr Thos Marks of Bruce Mines These two enterprises were in reality the business beginning of Port Arthur This little dock was chiefly used to wood up the Algoma steamer then plying semi monthly between Collingwood and Thunder Bay The small dock built close alongside to the west and called the Government dock was extended about 500 teet in t875 6 and on L addition built for shelter and was subsequently extended 400 feet further in 1882 3 by the Canadian Pacific railway company for passenger and freight purposes and on the south east corner thereof was erected the first light house which was subsequently removed to its present site ot the breakwater entrance The hospital grain elevator (Horne s) dock was built about the same time. This was folowed by the large Marks dock rather too close to the government dock in t872 and from this dock in t875 the steamer Erin took on 10 S50 bushels the pioneer shipment of wheat from the west She was loaded by means of push carts

The next important dock was what is termed No 5 dock at the foot of Macltou street This dock is now being acquired from the C N R by the city as a city dock

About the same time the L S. D & E Co built the coal dock a short distance in the north ot No 5 This was followed by the Clavet dock at the foot ot Lincotn street the Smith & Mitchell dock at the toot of Park street and the uncompleted Davis dock at the toot of Pearl street with their various additions and improvements at various times

We next have the extensive docks built in 1905 by the C N R in connection with their coal handling and steel furnace plants

Other docks were built in connection with the following grain elevators the principal of which is the immense C N R elevator at the foot of Bay street the largest on the continent with a capacity of 2 500 000 bushels The Thunder Bay elevator opposite the O Brien addition and near the south end thereof the Dominion Government terminal elevator the Dominion grain commission having selected that place after many tests as the most suitable site for a National Terminal elevator on Thunder Bay and alongside of this was built the Davidson & Smith elevator close to the mouth of the McIntyre river The combined capacity of all these elevators is 15¾ million bushels A floating elevator is one of the present additions which for unloading damaged wheat from vessels has proved of much service

DRYDOCK

A most valuable addition to the harbour is the drydock and ship building plant of the Western Dry Dock and Shipbuilding company at the mouth of Current River where have been constructed and launched the large passenger steamer Noronic and the largest freighter on the Great Lakes the Grant L Morden besides numerous other vessels as well as extensive repairs to many disabled craft

This plant is fully equipped with all modern appliances for the erection or repair of vessels of all kinds in all their various parts

It has been demonstrated that suitable icebreakers can if ever advisable keep open a channel to our inner harbour through the severest winter the Whalen and Heron finding no difficulty during any part of the winter It hardly seems credible that winter navigation of Lake Superior will ever be attempted after seeing a late arrival coated with many tons of glare ice having been detained for many hours possibly with a blinding snow storm, to tie up at the dock An ice depth of 52 inches has been recorded The Great Lakes Dredging Co and their extensive wrecking outfit with wireless are most important adjuncts to our harbour The fish hatchery is a point of interest.

The meteorological storm signal station also the government wireless station play an important part in the "safety first" aids to navigation The first outfit of this kind at Port Arthur in the earliest days was a bell near the Marks dock procured chiefly through the instrumentality of the late Fred Jones at one time postmaster It was used as a fog signal and to proclaim such an important fact as the arrival of the first boat (on which numerous bets were to be decided) from the east in the spring after being isolated for months from the outside world As many as 20 vessels have taken shelter inside of Thunder Cape after the warning was given that an unusual storm might be expected outside the scene at night from the hillside being novel and attractive resembling a floating city

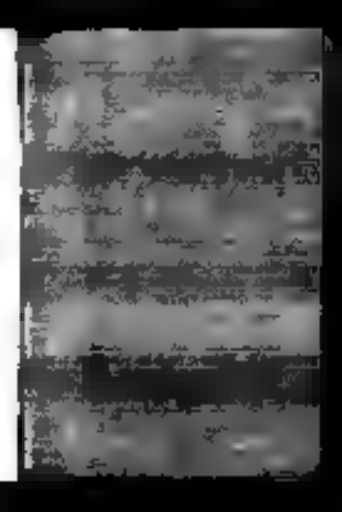
The Royal Arthur Sailors Institute near the Canadian Northern railway station a fine structure attests to the interests we take in those who brave the perils of the deep a very hazardous calling indeed in the late fall and winter when snow and ice have to be encountered Every precaution is taken by the Dominion government in establishing light houses fog horns gas buoys range lights etc to render the approach to and exit from the harbours as safe and speedy as possible By act of the provincial legislature dated April 1 1883 the eastern limit at Port Arthur is placed a little over two (2) miles east of the shore line at the foot of Arthur street and the described frontage length is over 7 to 4 miles, one mile of frontage being secured by the Canadian Pacific railway company for terminal purposes and here besides the docks and [illegible] elevator the Pigeon River Lumber company have extensive lumber mills and booming ground Further east two miles and the fronting water lots are the property of the city of Port Arthur and to the south end three miles are controlled by the Canadian Northern railway and allied interests The remaining 1 1-4 miles of frontage having various owners With reference to the possible future dockage developments

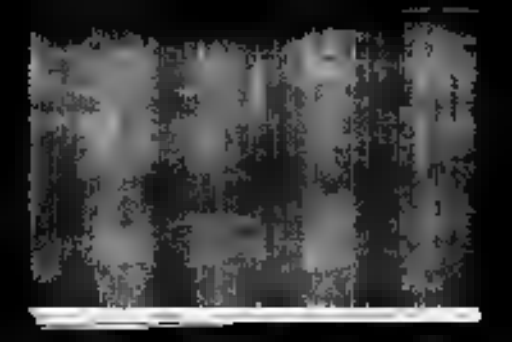
it may be stated that taking five hundred (500) feet as a generous estimate of the width of a single dock and slip to accommodate the largest class of vessels anticipated for many years ahead over twenty five miles of dock front can be made available in Port Arthur with of course unlimited extension further down the shore, where no doubt such enterprises as the projected steel and other industries will be located outside the city limits to escape the burden of taxation

A glance at the splendid plan compiled by the local staff of the department of public works shows clearly the very satisfactory condition of our harbour and its excellent progress in the past few years All improvements to this national harbour are now of a substantial and extensive nature providing for the great commercial prosperity anticipated in the years to come The approaching steamers now enter a spacious inner harbour and at the new docks have every facility to discharge cargoes and take in the products of the west with record rapidity

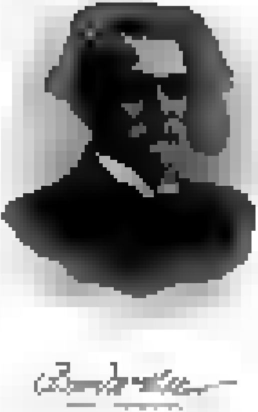
The Front Door of our city presents a striking appearance The two terminal railway stations the extensive C N R Prince Arthur hotel with its handsome terraces the magnificent Whalen skyscraper (the finest modern office building between Toronto and Winnipeg) and the new large Dominion Customs House in which are located the various Dominion government district offices, indicate the substantial and artistic developments at the Gateway to the Golden West and is the head quarters of the Board of Trade—the Publicity Pagode —in the immediate vicinity of the railway stations and passenger boat docks will always be found in summer an able and eager exponent of this district's attractions both commercially and as a summer resort

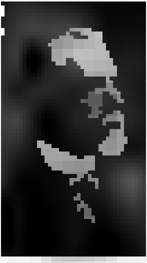
In conclusion I beg to express my appreciation of the valuable assistance afforded me in the compilation of this paper by our worthy President who has most valuable written personal records of the early days also Mr H Y Harcourt the retiring harbour engineer Mr J J O'Connor long intimately connected with our shipping interests and Mr Wm Vigars the latter of whom has had a hand in almost every dock or harbour improvement in our city





The Thunder Bay Historical Society





Fort William in the Middle of the XIX Century

A Brief History of Port Arthur Harbor